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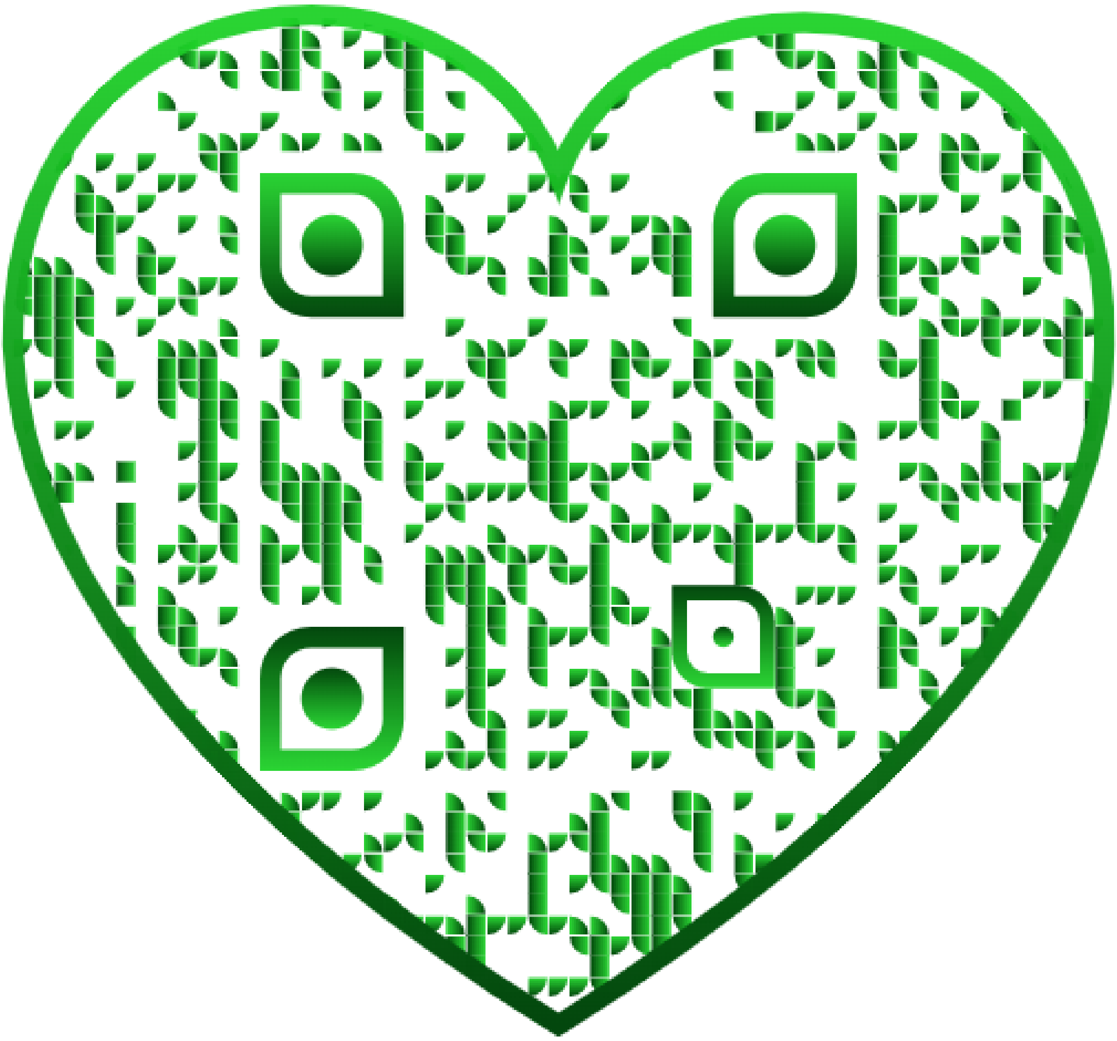

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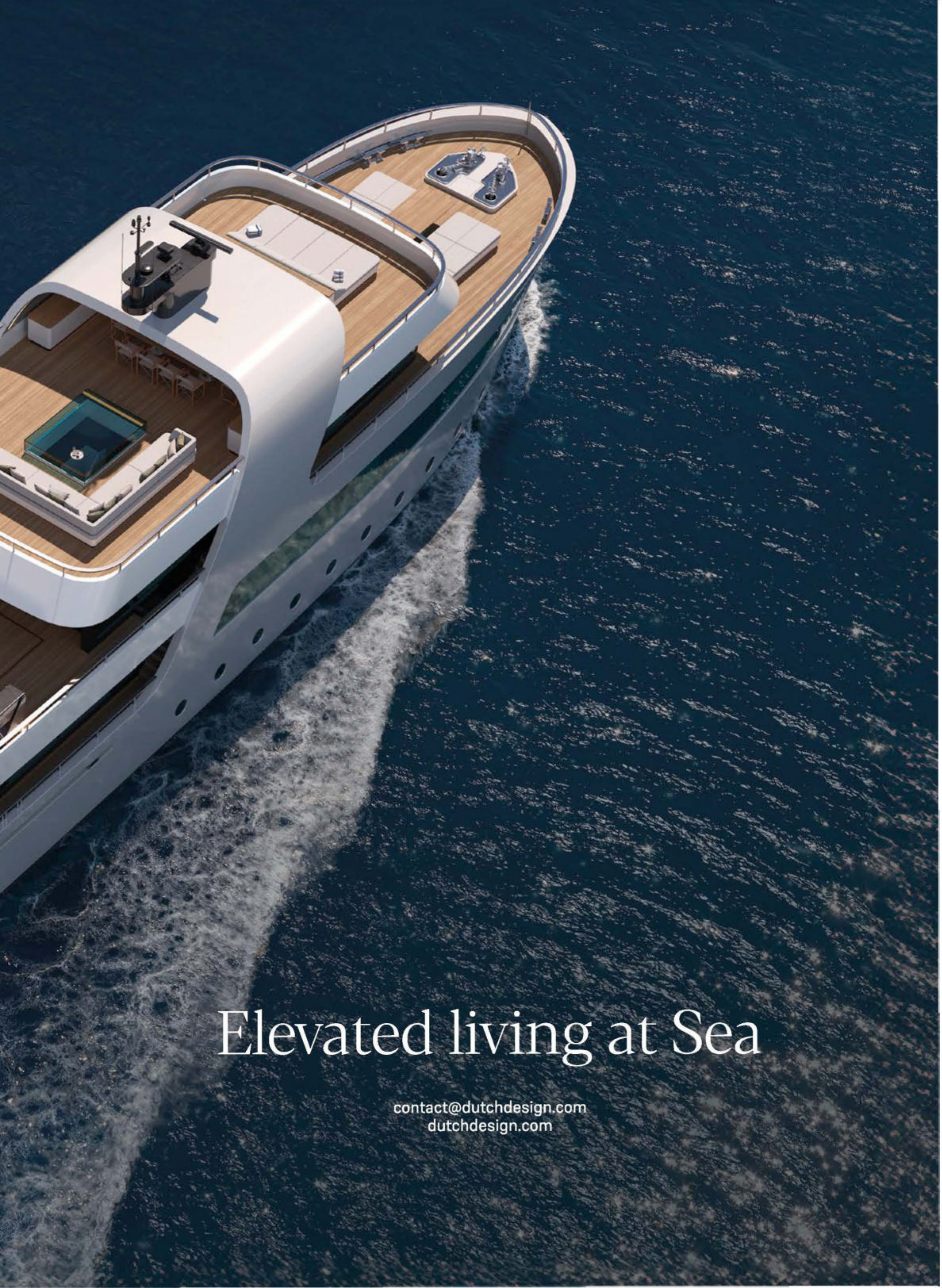
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The best-laid plans can go astray, but sometimes the alternate route is for the better. It seems like a lifetime ago, broker Alastair Callender, of Moravia Yachting connected me with the *Northwind*'s former owner, a film-maker with a romantic streak and a startup (*page 110*). He was then looking for the yacht's next caretaker and unsure of what course he should take. I listened to the pitch, researched the yacht a bit, and soon was on a cross-country flight to LA to meet the owner and jump on board.

I spent a few hours on *Northwind* (it was at the amazing California Yacht Club in Marina del Rey, which has a rich story of its own) and spent the next few weeks tracing back some of the yacht's incredible 95-year history, digging into newspaper archives to confirm and complete what we knew about her. Circumstances made it so that we had to postpone running the article, and in the meantime, a buyer came forward. I had to change the gist of the story a little.

It was a happy piece of news from Alastair that the 1930 *Northwind* had found a new caretaker a few weeks ago. It only took six weeks from the date the listing went up, a pretty fast turnaround for any yacht, let alone one of her vintage.

"*Northwind* is one of the most unique yachts that I have had the privilege to inspect during my 20-year career in yachting," Alastair told me as an explanation. He could not disclose the specifics of the transaction. So, for now, the trail ends.

Here is my pitch to you: if you are the one who snapped up this classic fantail yacht, please allow us to hear the rest of the story.

PHOTOGRAPHY: RICARDO MEJIA

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Gilles Martin-Raget

Working from Marseille, France, Gilles is one of the world's most recognized marine photographers as well as being a journalist and author. For this issue, he photographed the exterior of our cover boat, *Galma* (*page 58*).

The best thing about this shoot?
Shooting a new Wally is always an exceptional experience, but having their "father", Wally founder Luca Bassani, on board also makes you sure everything will be right on the yacht and you will have all the time you need to benefit from the best light and sailing conditions.

Were there any challenges?
As the shoot was near the amazing Sardinian island of Tavolara, I had to be sure the boat would not look too small compared to the huge cliffs.

Your most memorable shoot?
Not sure if it was the last day of the 1983 America's Cup, a cruise on the three-masted schooner *Shenandoah* in Cape Horn or shooting the Fuji trimaran in spectacular waves near Ushant.

Your best racing memory?
Probably the France 3 campaign in 1983 when we sailed in the America's Cup challenger series in Newport. A lot of work, poor results, but memories forever.

Joshua Hendren

Joshua is a London-based journalist specializing in jewelry, watches, luxury and lifestyle. For this issue, he explores the sustainable initiatives of high-jewelry houses (*page 36*).

What surprised you the most in your research for this piece?
The depth of commitment from high-jewelry houses to sustainability. Many are making real, rigorous efforts, often behind the scenes, that deserve far more recognition.

The watch you covet the most?
Either the Patek Philippe 5738/1R Golden Ellipse in rose gold with its distinctive oval case and delicate chain-link bracelet, or the Chopard L.U.C Heritage Grand Cru in white gold with baguette diamonds.

Your greatest personal luxury?
A beautifully cut black cashmere blazer from The Row. It's timeless, understated and makes me feel instantly put together.

The most interesting trip you've ever been on as a journalist?
A 2022 press trip to Florence with watchmaker Panerai, which included hot-air ballooning over Tuscany at sunrise and a lavish dinner in a historic palazzo. It was magical from start to finish.

Cesare Olivieri

An illustrator and designer in Italy, Cesare creates under the pseudonym *Dr. COLOD*, working for companies such as Dior, Translated and the Mondadori Group. He illustrates our Bitter End page in every issue (*page 144*).

How do you approach doing an illustration for The Bitter End?
After reading the story, I try to put myself in the shoes of those who experienced it to capture all the relevant details in my drawings.

The key to making an illustration amusing?
The trick is to take the story and draw it in the most comical and absurd way possible — without altering what actually happened.

How long does it take you to do an illustration?
About a week and a half, which includes understanding how to approach the story, creating the draft and then moving on to the final colored version.

Your favorite view anywhere in the world?
The sunset over the Italian hills in the evening when I'm riding my motorcycle home during the spring is unbeatable to me. It's a must-see experience.

Georgia Boscawen

As *BOAT International*'s travel and charter editor, Georgia has the enviable job of visiting the coolest locations to explore by yacht. In this issue, she brings us the best new hotels with an eco edge (*page 124*).

Which of the hotels featured would you most like to visit?
Lilløy Lindenberg, on a tiny island in the heart of the Norwegian fjords, sounds extraordinary. I doubt I'd last more than a couple of days, but I'm drawn to Norway's wild beauty — especially in winter.

What's new in the Voyage section?
I'm excited about the new Finer Details column (*page 125*). I love how a tiny etching on an old church can carry such significance.

Your favorite destination?
Antarctica. Seeing enormous icebergs drifting by, dotted with penguins, is one of the most breathtaking sights ever.

One thing most people would not know about you?
I carry a tiny set of watercolors so my travel notebooks are dotted with little paintings, alongside prints from my HP Sprocket printer. It's a great way to preserve memories.

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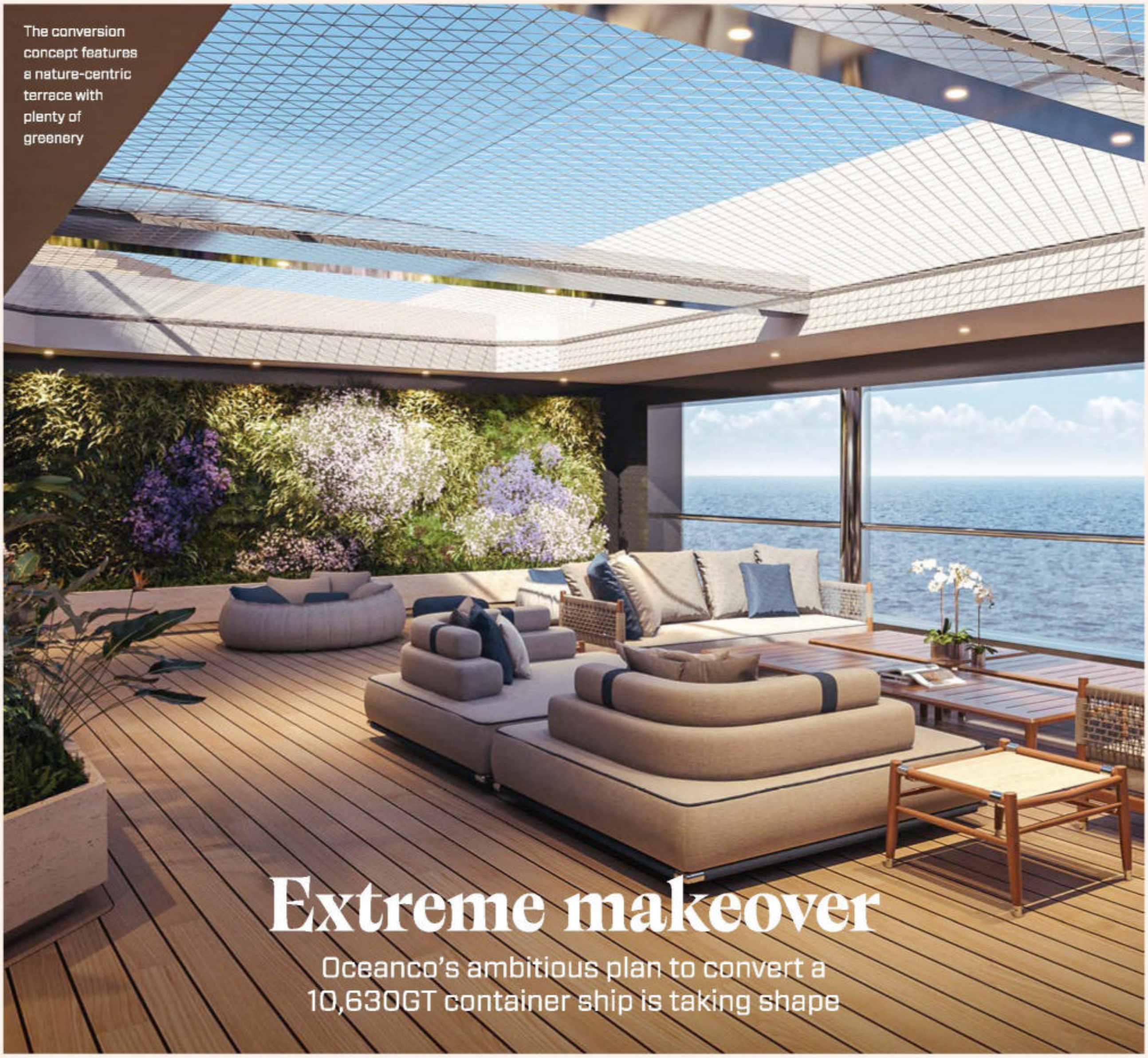

The conversion concept features a nature-centric terrace with plenty of greenery

Extreme makeover

Oceanco's ambitious plan to convert a 10,630GT container ship is taking shape

PHOTOGRAPHY: COURTESY OF MARIO BIFERALI YACHT DESIGN

Not many monohulls can compete with the space afforded by multihulls – but there are exceptions. See, for instance, Oceanco and designer Mario Biferali's concept for a 490-foot yacht created from a container ship. While there are plenty of challenges with such an elongated platform, it offers the luxury of space, such as a multi-level owner's penthouse, full-size sports court, a helideck, flexible living and a Sea Garden. Pictured here, it reimagines the yacht's terrace as a lush, open-air retreat with living green walls and potted tropical plants. Project Anthos would sail with a captain and a crew of 54 to keep the experience as seamless as it is spectacular. *oceancoyacht.com*

THIS MONTH: *new multihull launches / the Fish Reef Project's plan to save kelp forests / party time in Palm Beach*

EDITED BY Cecile Gauert

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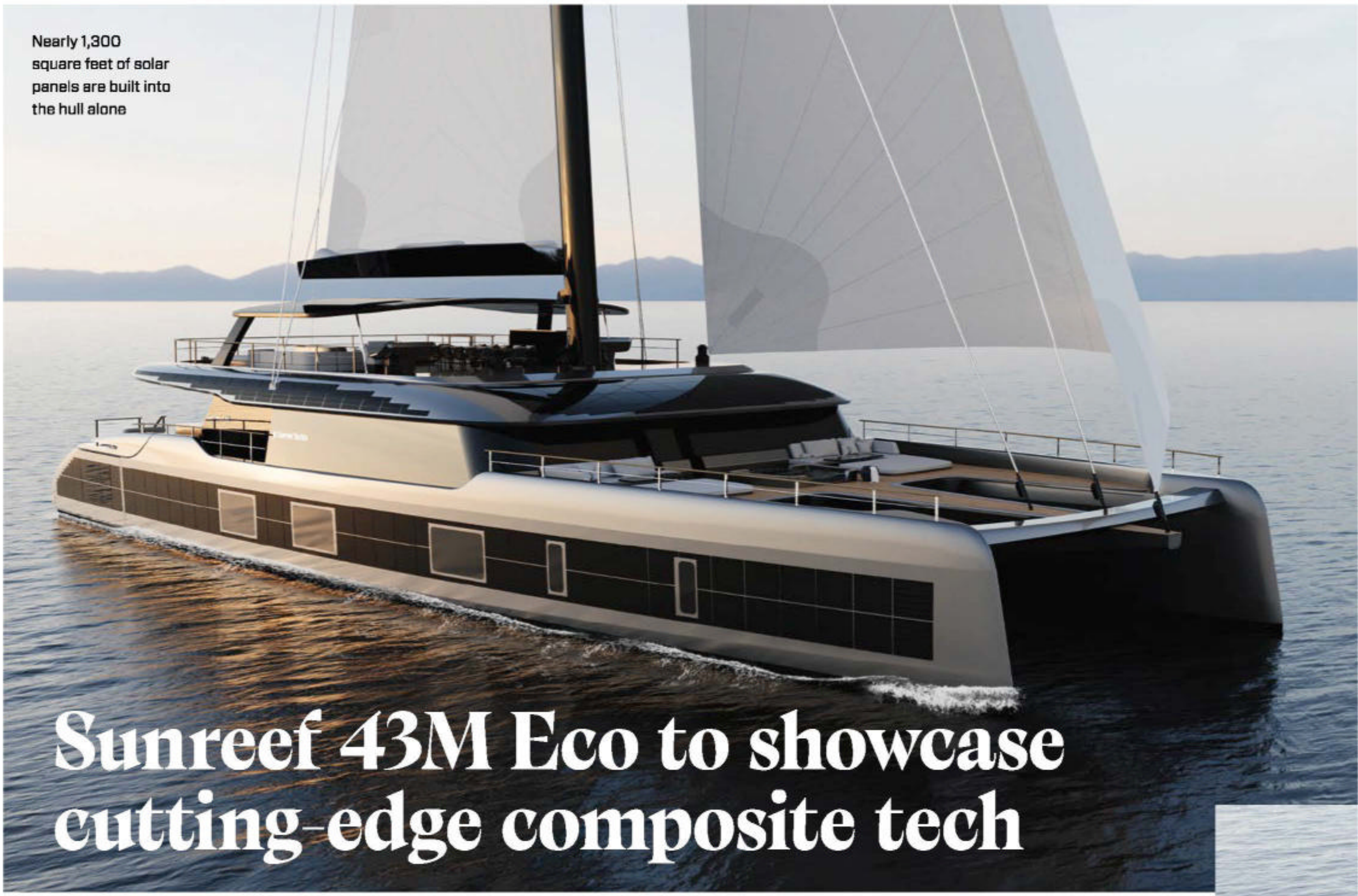
CAT NEWS

With a special focus on multihull news this month, *Sam Fortescue* reveals the most exciting projects in development



Nearly 1,300 square feet of solar panels are built into the hull alone

Sunreef 43M Eco to showcase cutting-edge composite tech

Sunreef completed the mold of the first 43M Eco in February, a major milestone for this huge catamaran project. The Polish catamaran specialist is building the 141-foot by nearly 51-foot-wide yacht in vinylester and fiberglass using a "one shot" infusion technique, marking the largest project built this way to date.

This technique's advantage is precise control over the amount of resin, which drastically reduces emissions of volatile organic compounds and results in a lighter, stiffer hull. In total, the hull has a composite surface area of 18,300 square feet, composed of about 160 layers around a foam core, and weighing 55 tons.

The deck, flybridge and bimini moldings are taking shape – all earmarked for one-shot infusion. Upon delivery, the Sunreef 43M Eco will take her place among the world's top 10 largest catamarans, in second place on the sailing side.

"The scale of the hull infusion project is unique in the industry and underscores our pioneering role in shaping the future of energy-efficient yachting," Francis Lapp, Sunreef Yachts founder and president, says.

Much about this impressive yacht can be expressed in superlatives. Sunreef embeds solar panels in the topsides, superstructure and spars of its yachts to generate renewable power, and the Sunreef 43 has an astonishing 2,690 square feet of panels in total producing 60kW, enough to keep the yacht's electric motors running for 12 hours. At anchor, this

PHOTOGRAPHY: COURTESY OF SUNREEF; EVA-STINA KJELLMAN

solar energy suffices to operate all hotel systems overnight.

In addition, a regenerative system allows the yacht's propeller to make electricity (stored in a 1MWh battery system) while the boat is sailing.

The cat should be fun to sail as well, with a 10,765-square-foot upwind sail area, which balloons to 17,200 square feet downwind. Speeds well into double figures will be the norm. But the real draw is the enormous volume and open deck space. Exterior highlights include a giant flybridge with a pool, flexible lounging/dining space with a bar on the main deck and the Ocean Lounge beach club, with its side platforms.

The interior is still a closely guarded secret, but we know that it accommodates up to 12 guests. A second boat has just been sold. *sunreef-yachts.com*

The Ocean Lounge beach club has fold-down platforms

PLUS, THERE'S MORE

Aside from building its largest catamaran, Sunreef has unveiled the supermodel-scale Ultima 111 powercat, which stretches 119 feet LOA and crowns the automotive-inspired line whose models start at 45 feet, focusing on speed and performance. The 111 is not short on luxury either, with fold-down aft platforms, a pool on the upper deck and a forward-facing owner's cabin with a private foredeck terrace.

Work has also begun in Sunreef's new UAE yard on the first Sunreef 35 Eco sailing cat, sold late last year. It will feature a huge solar array for renewable power and vast outdoor spaces, including a 1,075 square-foot flybridge. *sunreef-yachts.com*

The 35 Eco will sleep up to 10, with the owner in a full-beam cabin forward

241

79ft-plus multihulls afloat

The Baltic 107 is the Finnish yard's first multihull

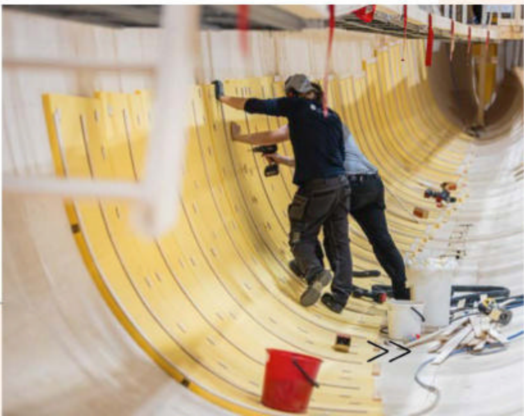
Baltic 107 shapes up for glorious sailing

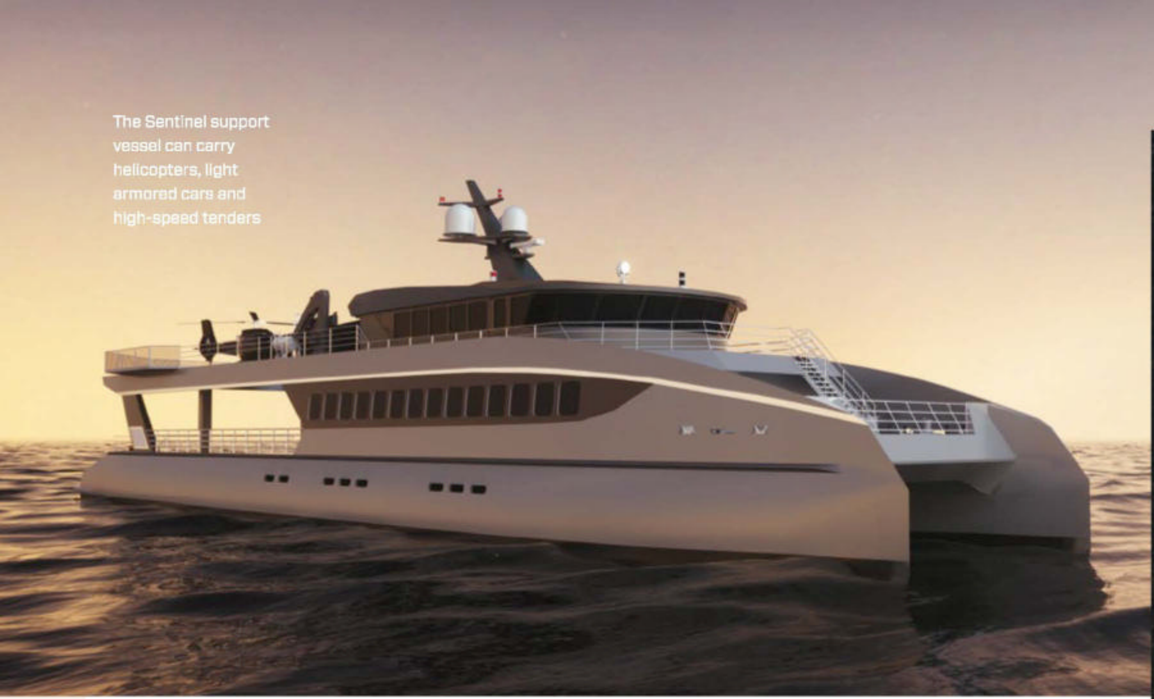
Known for its high-end performance monohulls, Baltic is leaping wholeheartedly into the multihull world with the construction of a 108-foot catamaran.

The relatively conventional lines from Berret-Racoupeau are artfully drawn to minimize the yacht's true scale and allow the inclusion of a flybridge deck that respects the yacht's proportions, keeping it relatively sleek.

This is a true sailing cat as you'd expect from this design pedigree. The advanced carbon-Corecell composite hulls promise a stiff and light boat capable of squeezing every fraction of a knot out of low winds from twin flybridge helm stations. Pivoting centerboards will make her weatherly without excluding cruising in shallow waters.

The owner has brought in LA-based interior designer Jamie Bush, marking his first marine project. Bush's portfolio shows an eclectic style with quirky elements and splashes of color, and he promises to draw on modernist influences, using warm woods and crisp whites for public areas, an owner's suite and three guest cabins. There will be six cabins for crew. The hybrid electric propulsion is designed for efficient power use during long periods away from the dock, as you'd expect from a yacht designed to explore. *balticyachts.fi*

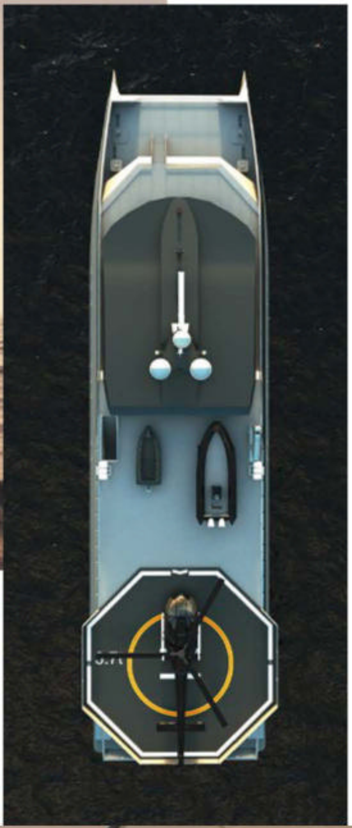


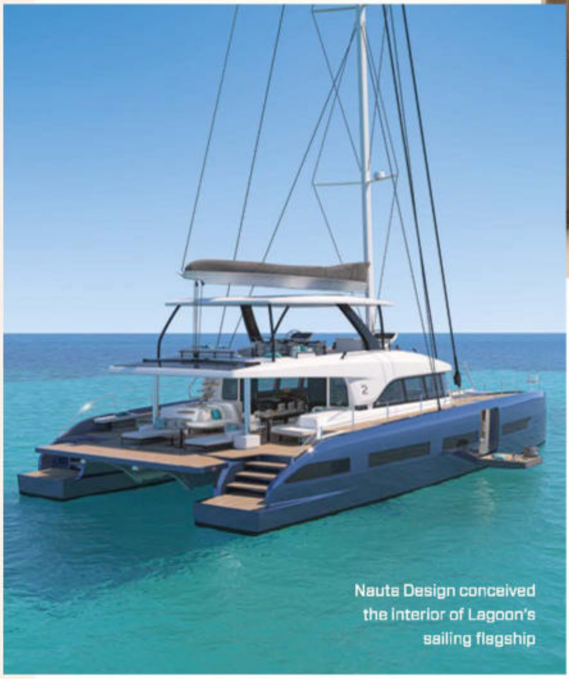


The Sentinel support vessel can carry helicopters, light armored cars and high-speed tenders

SHADOWCAT TAKES ON SECURITY DUTIES

Shadowcat is putting the finishing touches on a brand-new Sentinel series of support vessels focused on providing state-of-the-art security. It will use drones for optical and thermal imaging to assess risks and evaluate anchorages, throwing a safety net around the mothership and tenders. Smart command and control platforms allow data to be securely shared between vessels, and there is also a comprehensive medical unit. Sentinel supports the use of helicopters, light armored vehicles and high-speed tenders. Although the concept is for a stand-alone Sentinel vessel, its features could also be integrated into existing Shadowcats. *theshadowcat.com*





Nauta Design conceived the interior of Lagoon's sailing flagship

Lagoon Eighty 2 flagship has charter chops

The world's most prolific catamaran builder, Lagoon, has unveiled plans for its new sailing flagship splashing later this year. Drawing from previous owners and crew feedback, the new catamaran includes a hull design just below the 24-meter mark (78 feet 9 inches) in terms of load line length and class. It will be made of 40 percent biosourced resin for a lower carbon footprint.

Key features of the new model include a 540-square-foot flybridge with a hardtop and optional jacuzzi, plus a 240-square-foot bathing platform that extends the flexible cockpit space. The main deck is a single open-plan social space with dining, lounging, galley and nav station. Accommodations are for eight guests, including the owner's suite with its drop-down balcony.

Owners will have a higher level of customizations with the ability to spec loose furniture, a new feature for Lagoon. *catamarans-lagoon.com*

289 feet

The length of the largest private multihull afloat, *Asean Lady*, delivered by Yantai Raffles in 2004

Splashdown after two years at Two Oceans

The South African Two Oceans Marine Manufacturing and Du Toit Yacht Design have been working on Two Oceans' flagship 870 power cat for two years. Launching it ahead of its delivery later this year required three days of work, including a custom transport rig to move the 87-foot four-deck vessel to the quay and removing and rebuilding several walls. It then took a 440-ton and a 250-ton crane to transfer the boat to the water. When completed, the boat will offer a fantastic platform for luxury living, with a flybridge bar, private owner's suite and VIP cabins. *2oceans.co.za*

Various layouts are offered, including galley down or up

A FLURRY FOR FOUNTAINE PAJOT

The French catamaran builder has delivered five of its 79-foot flagship Thira 80s, with orders in for around 20 in total. It is an impressive achievement by a yard better known for family cruising cats. Berret-Racoupeau designed the boat inside and out, with big-boat features such as unfolding bulwarks and a well-equipped flybridge. *fountaine-pajot.com*

SPOTLIGHT: NEW TO THE MARKET *Listings by Holly Margerrison*

AHPO
€340,000,000
Edmiston and Moran Yacht & Ship
This 378ft Lürssen features a dramatic Nuvolari Lenard design.

TITIAN PEARL
€9,950,000
Bluewater Yachting and Merle Wood & Associates
The 141ft CRN, the only Magnifica 43, is fresh from a €6 million refit.

ATHOS
€43,000,000
Fraser
The world's largest two-masted schooner, the 207ft Holland Jachtbouw has circled the globe twice.

TAWERA
€1,500,000
Moravia Yachting
The 92ft Alloy Yachts is a proven racer-cruiser with multiple regatta wins and only one owner.

PALOMA
€8,750,000
Fraser
This classic 197ft yacht custom built in Japan has only had two owners over her 60 years.

PHOTOGRAPHY: COURTESY LAGOON; FOUNTAINE PROJECT

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VOODOO YACHTS MAKES MAGIC

The latest version of the 75-foot XF75 can access very shallow waters and hit an exhilarating 50-knot top speed. Cruising speed is 35 knots, with a range of 3,000 nautical miles at an eight-knot eco speed. The secret is hydrofoil assistance. Oh, and you can land an H130 helicopter on top and store up to 2,378 gallons of jet fuel on board. *voodooyachts.com*

The XF75 draws less than five feet

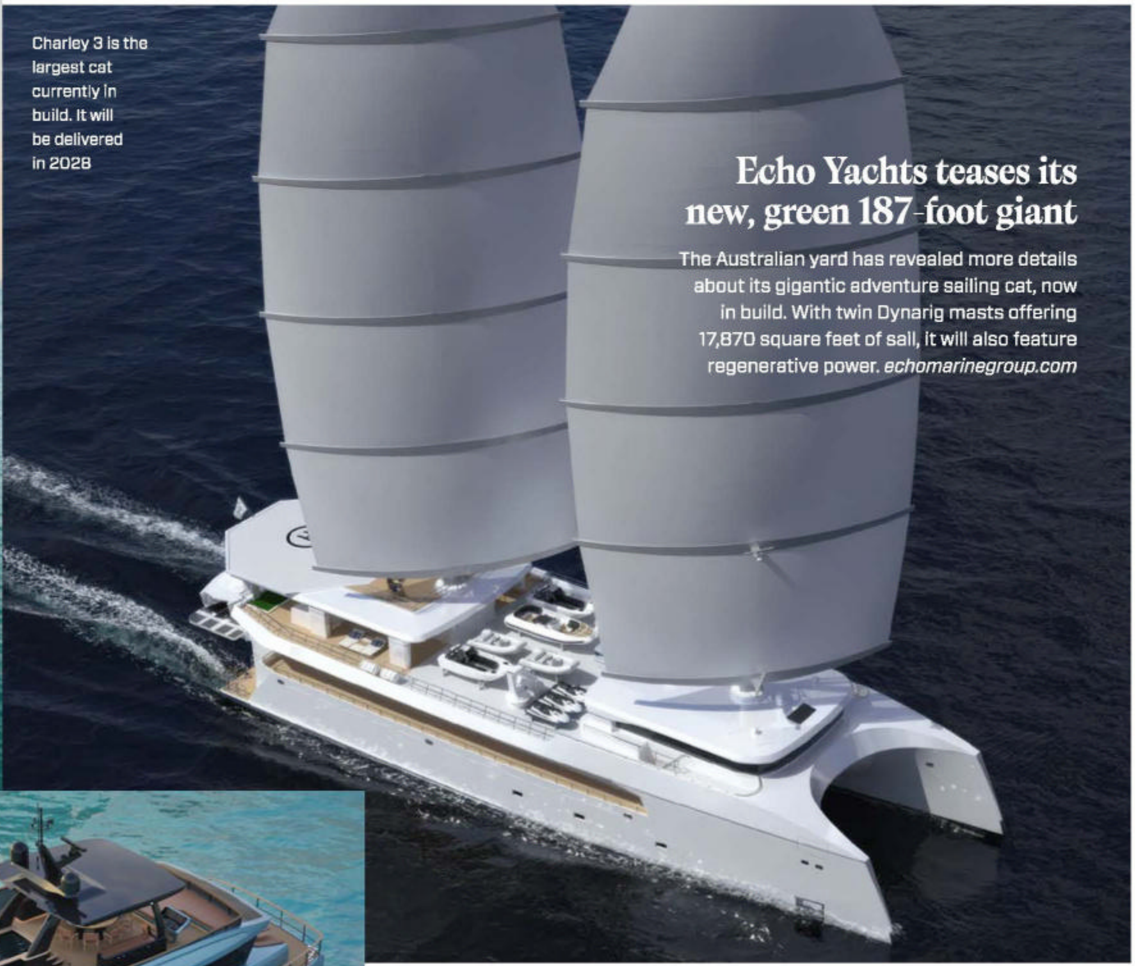
5.4%

Proportion of the 79ft-plus multihull fleet that are trimarans

VisionF's electric dream becomes a reality

The innovative Turkish shipyard recently floated its new electric carbon-fiber catamaran E-Cat 80. The lines from Marco Casali and Micad are designed for optimum efficiency. Twin 180kW Danfoss motors combined with 21kW of solar panels permit extended silent operation, but there are 150kW generators in case the sun doesn't shine. *visionf.com*

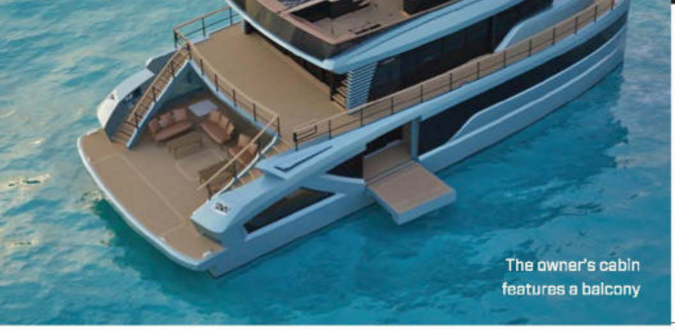
The 54 solar panels can generate 21.6kW per hour to charge the batteries



Charley 3 is the largest cat currently in build. It will be delivered in 2028

Echo Yachts teases its new, green 187-foot giant

The Australian yard has revealed more details about its gigantic adventure sailing cat, now in build. With twin Dynarig masts offering 17,870 square feet of sail, it will also feature regenerative power. *echomarinegroup.com*



The owner's cabin features a balcony

CABIN OPULENCE ON LAZZARA LPC 300

The LPC75, which has been in build in Turkey, was recently rechristened to reflect its 3,229 square feet of usable space. The cat's secret weapon is the full-beam "lowered main deck," which includes a fold-out balcony in the owner's cabin. There's a big salon on the raised main deck and a flybridge with a generous bathing platform. Launch is expected in late spring. *lazzarayachts.com*

SPOTLIGHT: SERIOUSLY FOR SALE

PHOTOGRAPHY: SAIM KAAN YILMAZ; COURTESY ECHO YACHTS

MOONSTONE

$69,900,000

Superyacht Sales and Charter

Reduced by: $15,000,000

An Amels 200 with a bright interior by Luxury Projects.

ATOMIC

$49,900,000

IYC

Reduced by: $8,100,000

Built for an avid diver, the 209ft VSY includes a professional dive center.

STELLA M

€71,500,000

Burgess

Reduced by: €6,000,000

The first in the Amels 200 series has a very spacious owner's suite with terrace.

SAMURAI

€39,500,000

FGI Yacht Group

Reduced by: €4,500,000

At 1,029GT, the 198ft Alia Yachts is voluminous and features design by RWD.

FLORENTIA

€44,000,000

Ocean Independence

Reduced by: €4,000,000

The 171ft Rossinavi was delivered in 2020 and has only been used privately.

Peak multihull?

The catamaran market has been growing consistently since 2020, but a recent dip in production levels suggests demand might be faltering. *Gabrielle Lazaridis* takes a closer look

Sunreef Yachts is behind roughly half of all multihull projects in the Global Order Book

Multihulls are having a moment. In the five years between 2020 and 2024, *BOAT International*'s Global Order Book, which counts all superyachts over 24 meters (78 feet) LOA on order or in build, recorded more than a three-fold increase in the number of multihull projects.

For the most part, the annual figure rose steadily from 22 in 2020 to 34 in 2021, 42 in 2022 and 50 in 2023. However, 2024 saw the number in development jump to a record 72 units.

One of the driving forces behind the sector's growth has been the pioneering efforts of Polish shipyard Sunreef Yachts, which is currently responsible for around half of all multihull projects in the Global Order Book. "There is a huge interest in multihulls at the moment, and Sunreef Yachts plays a key role in shaping that trend," Sunreef Yachts CEO Francis Lapp says. "Over the years we have proven that multihulls can be luxury yachts."

But has the market reached its peak? *BOAT International*'s 2025 Global Order Book noted a slight decrease in the number of multihulls in development, which fell by an overall six units from the previous year. The drop was likely caused by a brief production lapse over at electric catamaran builder Silent Yachts, which was placed under administration in early 2024 and subsequently sold later that year to American-German investor Michael Said.

According to Lapp, this year's aberration is unlikely to disrupt market growth, which is finding even greater traction among owners looking for a more responsible approach to yachting. "Today, builders and customers realize that cats make fantastic sustainable yachts. They have an energy-efficient architecture and offer lots of space for solar panels," he says.

Although they may be gaining in popularity, multihulls are still a relatively new phenomenon within the yachting industry. BOATPro data indicates that all catamarans, trimarans, wave piercers and Small Waterplane Area Twin Hull vessels represent a minute 1.63 percent of the global fleet, made up of mostly smaller yachts between 24 and 40 meters (78 and 131 feet). However, recent trends suggest this small section of the market is likely to continue its upward trajectory, with owner preferences swinging increasingly toward power (as opposed to sailing) multihulls, which have come to dominate this year's Global Order Book.

1.82%
of the global superyacht fleet are multihulls

241
multihulls are over 78 feet LOA

98.7 feet is the average LOA

124 are sailing yachts

117 are motor yachts

BROKERAGE MARKET INSIGHTS

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MULTIHULLS BY NUMBERS

GOB	2020	2021	2022	2023	2024	2025
In build/ on order	22	34	42	50	72	66

PHOTOGRAPHY: COURTESY SUNREEF

BOAT PRO FIND OUT MORE AT BOATINT.COM/BOATPRO

Catch your cat

Sam Fortescue rounds up the finest multihulls on the market

Sunreef 102

Delivered in 2009, this large aluminum sailing cat has been well maintained and is offered in turnkey condition.

LOA 102'
Beam 39' 4"
Draft 8' 2"
Price €4.4m
byacht.com

LOA 117' 9"
Beam 43' 8"
Max speed 24 knots
Price $18.8m
iyc.com

SpaceCat

A fantastic volume of 481GT allows a main-deck owner's suite, a spacious aft deck and cabins for up to six more guests and eight crew. It is the brainchild of designer Espen Øino.

LOA 82'
Beam 38' 5"
Draft 10' 6"
Sail area 3,240ft² upwind
Price €2.9m
bernard-gallay.com

Magic Cat

A high-tech carbon build from Multiplast checks all the performance boxes with a rotating mast, composite rig and full sail wardrobe. Meticulously refitted in 2022, she offers four double en suite cabins and huge living spaces.

LOA 76' 5"
Beam 32' 2"
Draft 8' 10" to 14' 9"
Price £6m
bernard-gallay.com

Jack

Skip the line with this 2023 fast-cruising MC75 cat from the wizards at McConaghy. Capable of 20-knots-plus, she also has a low-profile flybridge and en suite cabins for eight.

Blue Iris

A great opportunity to acquire a recent example of Lagoon's Sixty 7 Powercat, painstakingly maintained in Hong Kong. Features an open-air movie theater and a 14ft Highfield tender.

LOA 66' 1"
Beam 32' 10"
Draft 4' 11"
Power 2 x Yanmar (440hp)
Price €3.6m
fraseryachts.com

BOAT PRO

224ft

LENGTH OF THE LARGEST CAT SOLD ON THE SECOND-HAND MARKET: SHADOWCAT *WAYFINDER*, FOR €55M ($62.5M)

Left: Chris Goldblatt, founder of the nonprofit Fish Reef Project, which works to restore kelp forests

From fisher to fish savior

How a near-death experience sparked an ocean revival. *Cecile Gauert* gets the story

Did you ever think a fuel barge under tow could sink your boat? It happened to Christopher "Chris" Goldblatt, founder and CEO of the NGO Fish Reef Project, based in Santa Barbara, California. In November 2003, Goldblatt had a harrowing, near-death experience that changed the course of his life.

He was asleep in the foredeck cabin of a 45-foot Radovcich fishing yacht when a violent shudder jolted him awake. The *Brinda* – the boat name had been misspelled, which Goldblatt believes to be bad luck – had snagged the towline of a fuel barge about 20 miles off the coast of Southern California.

"I looked at the black water and the boat was being pushed under. I gave the 'abandon ship' order. It sounded like a whisper, but I feel it was a yell," Goldblatt recalls. "What saved me was anger" – and a hydrostatic-release escape pod the boat owner's wife had insisted they bring along.

After a frantic scramble in the cold, dark water, everyone managed to get aboard the life raft, cutting it free from the sinking boat with a tiny knife found on board. They drifted for hours toward Mexico before a US Border Patrol boat rescued the shaken, half-frozen group. "Their first question to us was, 'Where are you from?'" Goldblatt remembers.

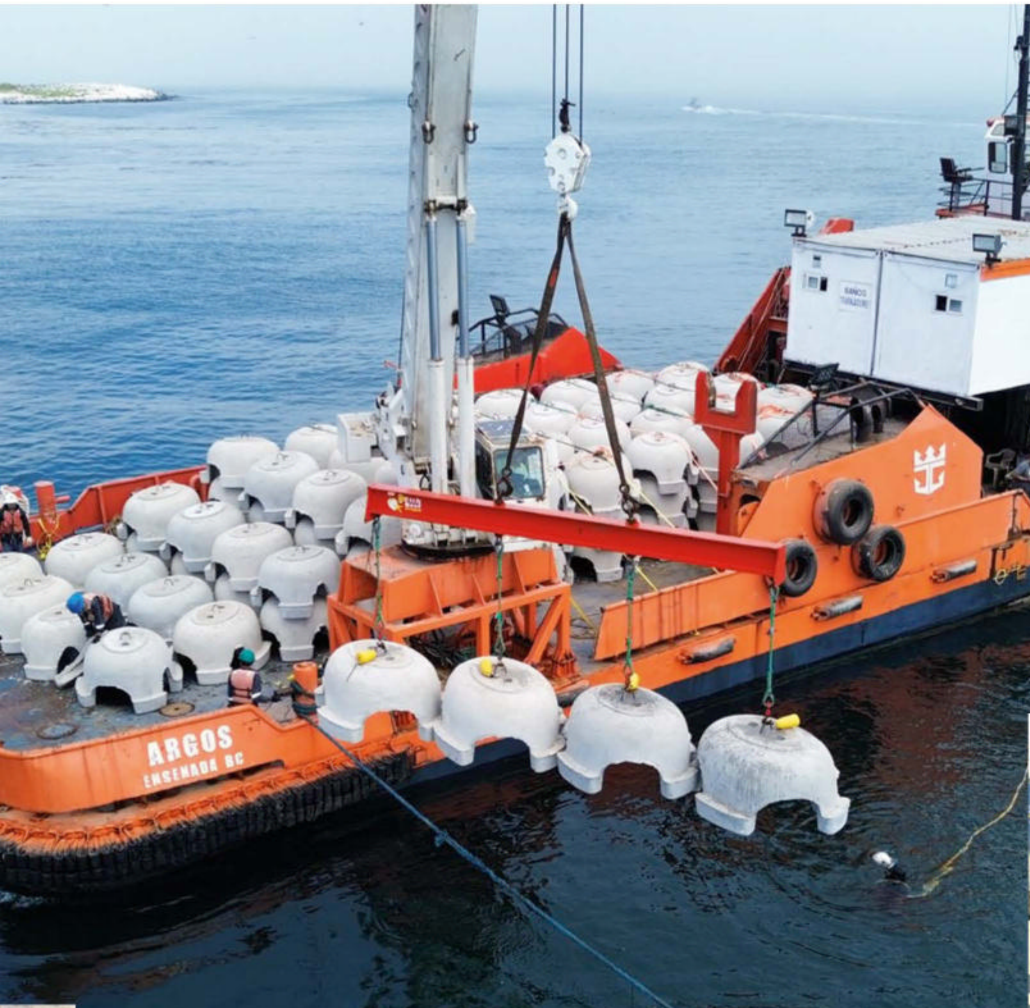
"I had a 20-year career as sport/commercial fishing captain that ended that night but (was) folded into a lifelong endeavor to ensure healthy fisheries," he says.

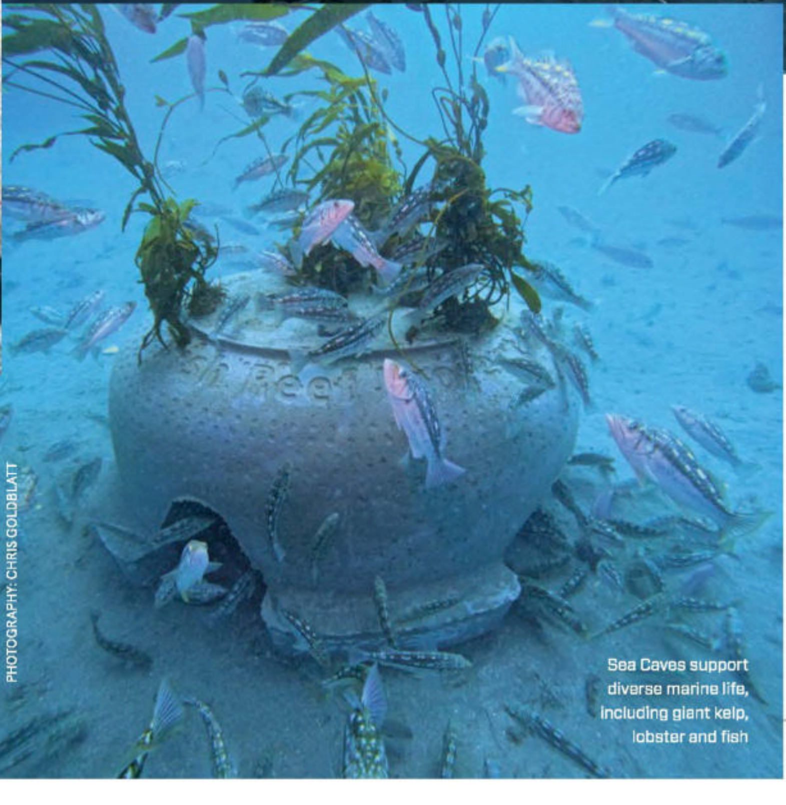
Writing helped Goldblatt process the trauma, but he also wanted action. In 2010, he founded the Fish Reef Project with a goal of rebuilding decimated kelp forests along the US Pacific coast. These forests support marine biodiversity as well as capture significant amounts of atmospheric carbon. However, storms, pollution and other environmental pressures were destroying them.

Goldblatt's solution was to create artificial habitats where kelp and marine life could thrive. He began with reef balls but soon developed a new design: Sea Caves. He originally created the structures made of seawater-pH-matched concrete for a deep-sea mining company to restore the seabeds they had disturbed in Hawaii. When that project came to a halt, Goldblatt repurposed the Sea Caves for kelp forest restoration.

To fund these efforts, Goldblatt and his team – many of them volunteers – raised money through talks, events and website donations but it did not keep pace with the organization's needs. So, he took a more innovative route: blue carbon credits, working with the International Carbon Registry and UK-based Earthhood, a carbon credit accreditation and auditing firm. Goldblatt also launched the International Marine Mitigation Bank, "the world's first global marine mitigation bank."

"For every $2,000 in revenue, a 1,000-kilogram [2,200-pound] Sea Cave is deployed in kelp or coral ecosystems," he explains. "Each patented Sea Cave generates five verified True Blue Carbon credits per year and sustains more than 2,000 kilograms of robust marine life – including giant kelp, coral,




Sea Caves support diverse marine life, including giant kelp, lobster and fish

PHOTOGRAPHY: CHRIS GOLDBLATT

"SEA CAVES ARE A POWERFUL TOOL FOR TURNING BARREN SEABED INTO THRIVING KELP AND CORAL ECOSYSTEMS"

lobster, abalone, fish, scallops, sea cucumbers, sea fans and more."

Today, Fish Reef Project has expanded to initiatives in Mexico, South Carolina and soon Papua New Guinea. "So far, more than 700 Sea Caves have been deployed, restoring or enhancing vast stretches of kelp forests in both California and Baja Mexico," Goldblatt says. "The Sea Caves are a powerful tool for turning barren seabed into thriving kelp and coral ecosystems. We are currently expanding the Goleta Reef, just off the Central California coast, to 65 acres." *fishreef.org*

For more stories of ocean conservation innovation, see the 2025 Ocean Awards winners starting on page 74.

> "I loved this event! Thank you so much, it was a great group"
>
> **Madeleine Philp**

Above: Cameron Heller, Paul Stenhouse and Madeleine Philp

Right: Leonardo Careddu, Jayne Ladas and Oli Riley

Above: Helena Ladas and Blakely Beal

Left: Oli Riley, Paul Stenhouse, Elias Ladas, Harry Ladas and Cameron Heller

Below: Leonardo Careddu, Cameron Heller, Paul Stenhouse and Isobel Sinclair

Above: the gathering took place at Swifty's Restaurant at The Colony Hotel, a Palm Beach landmark

B together

Gen B — our club that brings together the next generation of superyacht owners — met for an event at the Palm Beach International Boat Show

Above: Natalia Kennedy-Dowling, Kristin Dick and Jamari Douglas

Left: Matthieu Zuretti and Sébastien Gey

Above: Jozeph Forakis and Cecile Gauert

rendezvous
BOAT BERMUDA

Pascale Reymond and Andrew Langton

Cinnamon Mundy and Mariangela Oliveri

Launch party

BOAT International and the Bermuda Tourism Authority unveiled the 2026 Bermuda Superyacht Rendezvous over drinks at the Palm Beach International Boat Show

Above: Toby Moore and Ira Levenshon

Left: Jonny Horsfield, David Lewis and Stewart Campbell

With thanks to the Bermuda Tourism Authority

Spearfishing gear

Make a point of a sustainable catch with the latest accessories for ocean-friendly spearfishing

START POINT ASPETTO
BEUCHAT Mundial One
LOUIS VUITTON

An illustrated love letter to the deep, *Ocean Wanderlust* runs from submarines to fantastical creatures. ***$105, assouline.com***

The 44mm Tambour Street Diver has a luminescent dial and is water-resistant to 328 feet. ***$8,015, louisvuitton.com***

SALT x North Sails Navigator sunglasses boast an anti-reflective, hydrophobic and oleophobic coating on polarized lenses. ***$610, northsails.com***

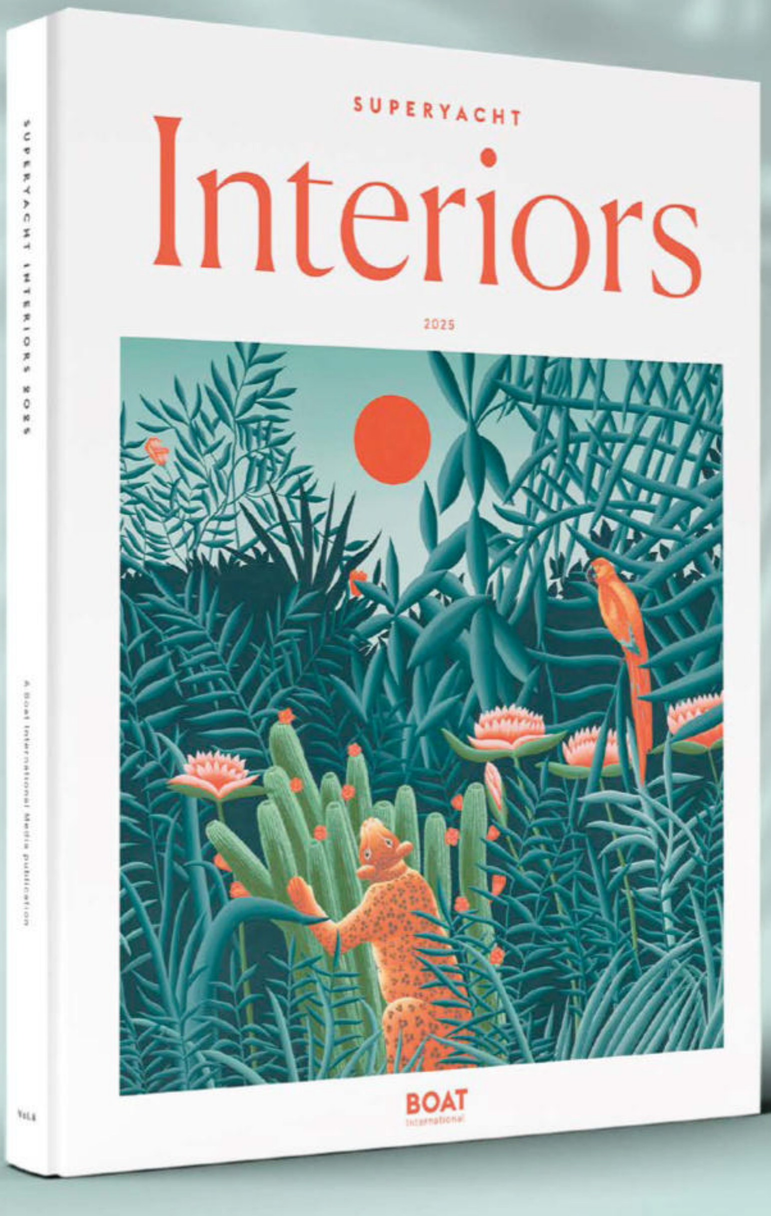
This high-stretch, neoprene jacket was designed by spearfishers. *Start Point Aspetto wetsuit jacket, from £126, spearfishingstore.co.uk*

The Argonaut titanium dive knife has Blunt and Spartan (very sharp) options. ***$230, milproaqualung.com***

Compact and powerful, the teak and carbon-fiber Vau 115 Extreme speargun is made to order. ***$1,858, joints-spearfishing.com***

These Mundial One fins have a stabilized design for smooth swimming. ***$120, spearamerica.com***

> **“THE SEA, ONCE IT CASTS ITS SPELL, HOLDS ONE IN ITS NET OF WONDER FOREVER”**
>
> JACQUES COUSTEAU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Boat Life

CELEBRATING EXCEPTIONAL STYLE AND DESIGN

Natural wonders

The latest in innovative and planet-conscious design for on land and at sea

Shown for the first time at Schumacher's Brera showroom during Salone di Mobile in Milan, Nature Squared's Sea Boulders are crafted from eggshell fragments to resemble delicate coral. *POA, naturesquared.com*

PHOTOGRAPHY: NATURE SQUARED

THIS MONTH: *where to buy on the Great Barrier Reef | fashion brands with green values | the best in sustainable skincare*

EDITED BY Belle Rice

>>

la croix d'or
ANTIQ

OPEN SEASON

Belle Rice selects the coming month's arts and entertainment highlights for your calendar

Above: The Brilliant Bugattis is a new addition to the Treasure House Fair. Right: Beaverbrook presents a hot-air balloon dining experience at the Royal Ascot

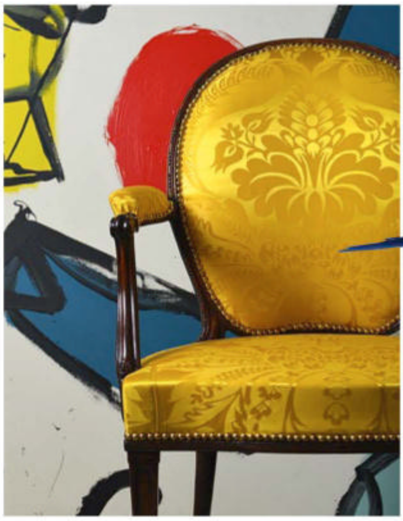
Main course

A highlight of UK social and racing calendars, Royal Ascot has also become a huge draw for the international crowd, with sheikhs and Silicon Valley CEOs alike in attendance. New this year? The five-star hotel Beaverbrook has a hot-air-balloon-themed al fresco dining experience with lunch, brunch and afternoon tea menus cooked up by Tom Shepherd of Michelin-starred restaurant Upstairs, and master pâtissier Benoit Blin in the Royal Enclosure Gardens. *June 17 to 21, ascot.com*

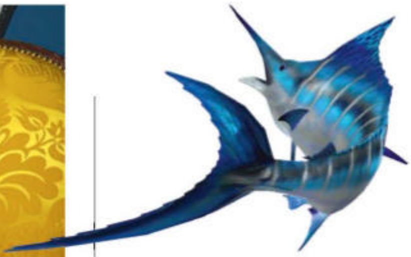
PHOTOGRAPHY: GURNEY'S MONTAUK RESORT & SEAWATER SPA; COURTESY OF LORO PIANA; COURTESY OF TRESSIRE HOUSE FAIR; COURTESY OF ROYAL ASCOT; COREY FORD/ALAMY STOCK PHOTO; COURTESY OF THE OWNER

TREASURE HUNT

The brainchild of Thomas Woodham-Smith and Harry van der Hoorn, who co-founded the Masterpiece fair in 2009, the Treasure House Fair is now in its third year and offers a blend of carefully curated dealers in art, antiques and design at the Royal Hospital Chelsea grounds in London. Exhibitors include Adrian Sassoon, Osborne Samuel, Rose Uniacke and yacht dealer and broker Ventura, which specialize in sourcing Riva boats for collectors. This year, the fair also hosts The Brilliant Bugattis (*left*), an exhibition on the Bugatti family featuring four generations of designs, furniture, sculptures and cars. *June 26 to July 1, treasurehousefair.com*



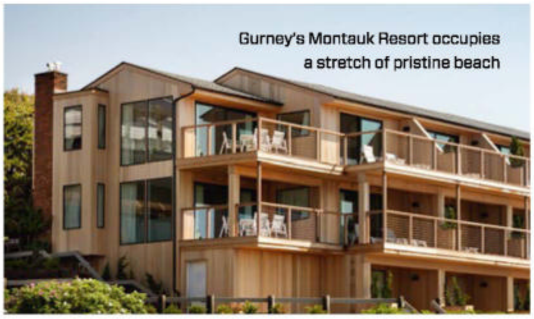
Above: Godson and Coles will exhibit 18th-century English furniture at the Treasure House Fair



Catch of the day

One of the world's best locations for sportfishing, Bermuda hosts the Triple Crown Billfish Championship, comprising the Bermuda Billfish Blast, the Bermuda Big Game Classic and the Sea Horse Anglers Club Billfish Tournament. Nine days of fishing take place during the three-series tournament, with points earned at each event for boats, crew and anglers. Registration for the Billfish Blast closes on July 3. *July 3 to 21, bermuda.catchstat.com*

London's Design Centre at Chelsea Harbour's annual WOW!house has become a must-see for anyone with an interest in interior design. Names from the British design world, including Kelly Hoppen, Ben Pentreath and Thurstan, have themed individual rooms. ***June 3 to July 3, dcch.co.uk***



Gurney's Montauk Resort occupies a stretch of pristine beach

New to the Hamptons

Gigi's Montauk, the new flagship restaurant at Gurney's Montauk Resort and Seawater Spa, opens this summer, just in time for the start of the Hamptons' season. Serving Mediterranean cuisine cooked with fresh, local ingredients, it will be led by executive chef Justin Lee. Elsewhere in the resort, a Dolce&Gabbana takeover is on the cards for the oceanfront beach club. *gurneysresorts.com*

Loro Piana Spring/Summer 2025

GRAND PIANA

For this year's edition of the Loro Piana Giraglia, four days of inshore racing alongside France's most famous fishing village precede the offshore 241-mile triangle route between Saint-Tropez, Giraglia and Genoa. With a larger race village this year built with Yacht Club Italiano and Société Nautique de Saint-Tropez, there's a packed social schedule over the week for all participants. *June 6 to 14, loropianagiraglia.com*

Ocean Talks

Held in partnership with the Ocean Family Foundation, *BOAT International*'s Ocean Talks brings together the superyacht industry and the world of marine conservation for an evening of meaningful conversation and networking at The Serpentine Gallery in London's Hyde Park. *June 12, boatinternational.com*

Silhouette's brand ambassador Arizona Muse. Below: the Clear Sky Collection, from $390, silhouette.com

Changing room

Fashion brands are kicking against the tide of green-washing and focusing on making a real difference in the luxury space, says *Belle Rice*

In recent years, it's almost become a prerequisite for fashion brands to tout their eco-credentials as they launch their new (and ever more frequent) collections, but the same labels are often accused of doing the bare minimum to keep their environmentally conscious customers happy. And in a world where mass production and overconsumption are the new normal, it's often a struggle to find labels we love genuinely doing their best for the planet while simultaneously creating stylish pieces you actually want to wear. Here, we take a look at the best in menswear, womenswear and accessories – plus a game-changing replacement for fur fans being adopted by fashion-forward brands.

The eyes have it

Luxury Austrian eyewear brand Silhouette's first fully sustainable collection has been created with a "clear design, clean production" ethos. Committed to zero percent microplastic use, its production facility saves, reuses and recycles its water through its two on-site purification systems. The Clear Sky collection is made from agricultural, forestry and aquacultural by-products transformed into a new bio-circular-based material called SPX Green+, producing 60 percent less carbon emissions than otherwise. Supermodel Arizona Muse has partnered with Silhouette as a brand ambassador. *silhouette.com*

Fast forward

A British brand known for its lounge and casual wear (and making its first foray in North America with a store in Toronto, Canada), Derek Rose redefines luxury. With a thoughtful approach to sustainability, the company is making meaningful changes in its boutique – from recycled cardboard hangers used to display its ultra-soft cashmere, cotton, and Tencel tees, sweaters and pants, to reusable fabric shopping bags. Online orders are shipped in recyclable cardboard packaging that's certified by the Forest Stewardship Council (FSC). Mills and fabrics with strong sustainability credentials are chosen so that every piece of clothing is produced with the environment in mind from start to finish. *derek-rose.com*

Men's Basel micro-modal T-shirt, $175, derek-rose.com

WOMENSWEAR BRAND GABRIELA HEARST IS PLASTIC-FREE, WITH CARBON-NEUTRAL RETAIL SPACES AND RUNWAY SHOWS

Special-edition Bou bag in Savian's BioFluff plant-based fur, POA, ganni.com

Sole purpose

After growing up on a ranch in Uruguay, where "the notion of luxury meant things were beautifully crafted and made to last," Gabriela Hearst founded her eponymous label in 2015 with the tenets of tradition, sustainability and purpose at the core of each piece. Ten years later, the brand is plastic-free, with carbon-neutral retail spaces and runway shows, and is committed to eco-friendly fabrics that use less water in the production process. All of this, and Hearst commands serious attention as a designer; she won the CFDA American Womenswear Designer of the Year in 2020 and is repeatedly acclaimed for her work. This spring, the brand launched its first sustainably crafted sneaker, The Ohio. Made in Italy with rubber soles composed of 30 percent recycled materials and leather that is 100 percent sourced from a tannery certified by the Leather Working Group, the sole is assembled using water-based glue. *gabrielahearst.com*

The Ohio Slip-on sneaker in sand nubuck, $1,050, gabrielahearst.com

On the runway at Gabriela Hearst's Paris Womenswear Spring/Summer 2025 show

Fur good and keeps

Faux fur versus the real thing has become the fashionable debate in recent years, with the argument that the fake version – often sold at lower prices – is discarded too frequently and takes years to biodegrade. Enter Savian, a brand on a mission to completely transform textiles with its plant-based fur, shearling, fleeces and teddy fabrics – as good as the real thing and nowhere near as bad for the planet as the synthetic stuff. A team of materials scientists based between Paris and Silicon Valley founded the company in 2021. Its textiles are made in Italy from 100 percent renewable plant fibers such as nettle, hemp and flax (a process that reduces CO2 emissions by up to 90 percent) and have been embraced by brands such as Ganni, Stella McCartney and interiors accessories label Redduo. *savian.bio*

IN THE SPIRIT OF SUSTAINABILITY

With a holistic approach to sustainability, Mijenta is the first B Corp-certified tequila brand. Tequila Blanco, $49, woodencork.com

Cooper King Dry Gin is made in a distillery powered by 100 percent renewable energy. Each bottle offsets more than 2lb of CO_2 $160, nationwideliquor.com

This small-batch vodka from the Scottish Highlands uses local products and is bottled in recycled glass with wood-free labels. Dancing Puffin Vodka, $40, thespiritsembassy.com

PHOTOGRAPHY: COURTESY SILHOUETTE EYEWEAR; JAKE JOHNSON ON UNSPLASH; JUSTIN HEAP ON UNSPLASH; PETER WHITE/GETTY IMAGES; MOON INTERNATIONAL

RESPONSIBLE ROCK STARS

High-jewelry brands are stepping up their sustainability game. *Joshua Hendren* reveals five companies who are putting the planet first

REPURPOSED PLASTIC

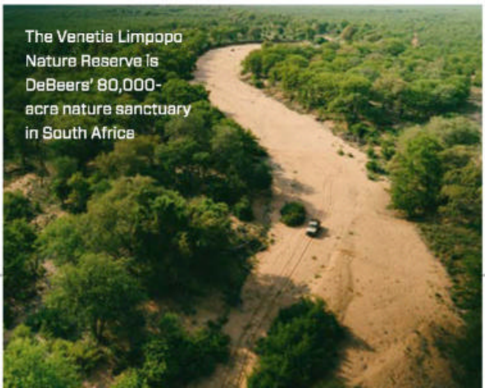
Tiffany & Co. places ocean conservation front and center with its Love For Our Oceans initiative. Through sales of T Smile cord bracelets – crafted from recycled ocean-bound plastic – the New York jeweler has pledged more than $1 million to support marine conservation efforts by The Nature Conservancy. It's the latest in Tiffany's long history of environmental action, including more than $38 million awarded globally by The Tiffany & Co. Foundation since 2000. *tiffany.com*

DISEASE-FREE OYSTERS

Tasaki has embedded eco-conscious practices directly into its pearl farming. By cultivating disease-resistant Akoya oysters using advanced genetic research and cryopreservation, the Japanese jeweler significantly cuts oyster mortality and prevents harmful eutrophication (nutrient overload in water, which causes algal blooms and oxygen loss). Farming more than four million oysters a year – each filtering up to 106 gallons of seawater a day – Tasaki actively improves marine habitats. It also plants trees and regularly organizes coastal clean-ups around its pearl farms. *tasaki-global.com*

ROOM TO ROAM

Diamond expert De Beers is hands-on about protecting wildlife habitats. It directly manages 494,000 acres of conservation land – double the size of its mining operations – which have become thriving wildlife reserves over the past 50 years to numerous endangered species. De Beers also teams up with conservation groups such as the National Geographic Society to protect vital ecosystems, such as Botswana's Okavango Delta. *debeers.com*



The Venetia Limpopo Nature Reserve is DeBeers' 80,000-acre nature sanctuary in South Africa

SINGLE-STONE COLLECTION

Chopard's latest high-jewelry collection, Insofu, showcases the brand's commitment to ethical sourcing. It was created from one 6,225-carat rough emerald unearthed in Zambia, and the Swiss house prioritized traceability by collaborating with skilled gem-cutters to sustainably transform the stone into 850 carats of jewelry. Chopard also focuses on water conservation, using gold mines in South America that are part of the Better Gold Initiative, ensuring that water is managed responsibly so there is no negative impact on the local communities' water supply. One of the Peruvian mines has reached a 100 percent water reuse rate and it collects rainwater for use in its operations. *chopard.com*

TRACEABLE GOLD

British heritage jeweler Boodles ensures transparency through its exclusive use of Single Mine Origin gold. Every piece can be traced directly to a specific mine, allowing customers to follow their gold from source to finished item. The initiative benefits rural African communities by funding local schools, creating jobs and improving quality of life. Boodles applies similar standards to its diamonds, acquiring them from respected global mines to guarantee ethical and responsible practices. *boodles.com*

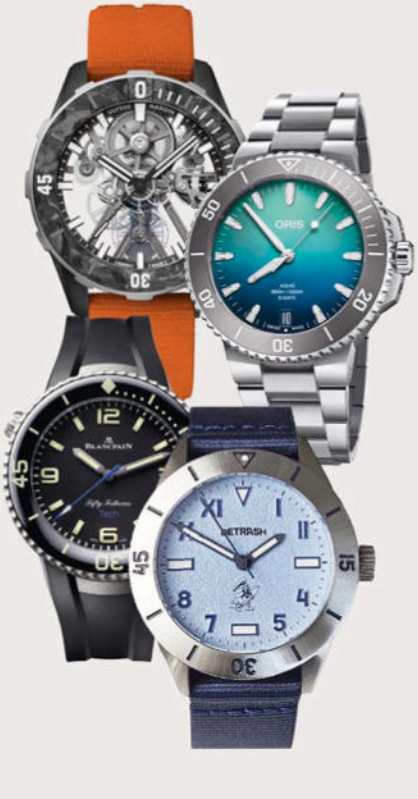
Clockwise from top left: Chopard's emerald elephant pendent, POA, chopard.com; Tasaki's 70th Anniversary balance arm necklace in 18kt yellow gold and Akoya pearls, $7,310, tasaki-global.com; De Beers' Talisman cocktail earrings in white gold, $85,000, debeers.com; Tiffany's T Smile bracelet in rose gold on a blue cord with diamonds, $990, tiffany.com; Boodles' The National Gallery Play of Light Rose Gold Ruby earrings, $9,900, boodles.com

Each Blancpain Fifty Fathoms Tech BOC IV watch comes with a special-edition photo of the endangered horseshoe crab by Laurent Ballesta

TIME CONSCIOUS

What to wear if you're an ocean-loving watch aficionado? *Simon de Burton* takes a look at the best sustainable and stylish timepieces

Ulysse Nardin's links to the sea date back to the 19th century, when it became the official ship's chronometer supplier to several of the world's navies. Its latest, the Diver [AIR], however, is very 21st century – not only is it the lightest mechanical diver ever made, it's largely constructed with recycled materials. Weighing just 1.8 ounces, including strap, the lightness of the 44-millimeter watch is partly due to the skeletonized titanium from which the dial and movement are made. The middle of the case is hewn from 90 percent recycled titanium, with the remaining components, including the bezel, made from salvaged fishing nets and carbon fiber originally used on IMOCA racing yachts. Despite feeling almost lighter than air, the Diver [AIR] still meets the required ISO 6425 standard for a professional dive watch and is water resistant to 660 feet.



From top: Ulysse Nardin Diver [AIR], from $38,000, ulysse-nardin.com; Oris Aquis Great Barrier Reef Limited Edition IV, $4,100, oris.ch; Blancpain Fifty Fathoms Tech BOC IV, $21,300, blancpain.com; Detrash Cali Melting Ice Cap Blue, $508, detrash.com

€1,000 from each sale of Blancpain's Fifty Fathoms Tech BOC IV will be donated to create marine protected areas

A ninety-minutes drive through the Swiss lakes from Ulysse Nardin's manufacture d'horlogerie will bring you to the Blancpain HQ in Paudex, which has created the most sophisticated interpretation of the celebrated Fifty Fathoms dive watch since the original was launched in 1953. The new 45-millimeter case is made from corrosion-proof Grade 23 titanium and features a helium escape valve enabling the watch to be worn in a hyperbaric chamber, while the dial features ultra-luminous, block-shaped hour markers. Buying one helps the environment, too, as €1,000 ($1,133) from each sale will be donated to the Blancpain x Sulubaaï Marine Research Center – part of a project to create marine protected areas in collaboration with the locals of Pangatalan Island and Shark Fin Bay in the Philippines. Each watch comes in a waterproof Pelicase with a donation certificate and a special-edition photo of an endangered horseshoe crab by wildlife photographer Laurent Ballesta.

Planet-conscious Oris has long showcased its green credentials through water-based initiatives, including sponsoring the clean-up of South Korea's Hangang River and assisting with New York's Billion Oyster Projects. The brand has now introduced a fourth watch in the Aquis Great Barrier Reef Limited Edition series: the 43.5-millimeter Aquis Date IV model. It features a dial finished in a sea-like gradient blue and a caseback engraved with an image of coral. Equipped with the brand's latest Calibre 400 self-winding movement, the watch offers a five-day power reserve and is water-resistant up to 980 feet, with only 2,000 numbered examples available.

If you like the idea of a sustainably made watch that you won't worry about damaging on deck, British microbrand Detrash could have the answer. Its cases are made from 80 percent recycled steel and the straps created from plastic waste recovered from the sea – and it claims to be the only European watch company to have signed up for the "1% For The Planet" initiative created by Patagonia clothing brand founder Yvon Chouinard.

PHOTOGRAPHY: LAURENT BALLESTA

THE RIGHT LOTUS

Simon de Burton settles into the silent, electric-powered luxury of the Lotus Eletre SUV

The Lotus Eletre R model can go from zero to 62mph in less than three seconds

When Colin Chapman founded Lotus in an old stable behind the Railway Hotel in North London, his goal was to manufacture small competition cars that enthusiasts could assemble as economical race cars.

The most celebrated of those DIY efforts was the Seven, which Chapman launched in 1957 as a road-legal car that club racers could build on a shoestring, and then drive to and from the track to save on the cost of transportation.

Almost as famous was Chapman's car design mantra (exemplified in the Seven) to "add lightness," because less weight translated to less work for the engine to do, less wear on the components, less fuel consumption, and above all, finer handling.

So what would Chapman make of the latest Lotus to arrive on the US market? It's called the Eletre, and it weighs just over 2.5 tons – the equivalent of more than five Lotus Sevens.

Instinct says he would have hated it, but would he? Since Chapman died in 1982, Lotus has been through myriad changes and owners. The most recent custodian is Chinese multinational Geely, which will offer only electric or hybrid gas-electric Lotuses by 2028.

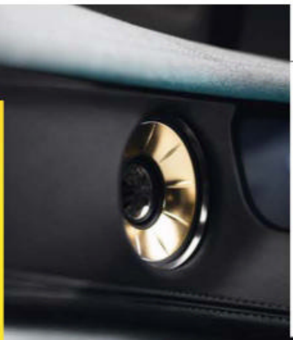
That fits in with how dramatically the automotive world has changed since Chapman's day. The founder might not recognize the Lotus of today were it not for the famous green and yellow logo he designed more than 70 years ago.

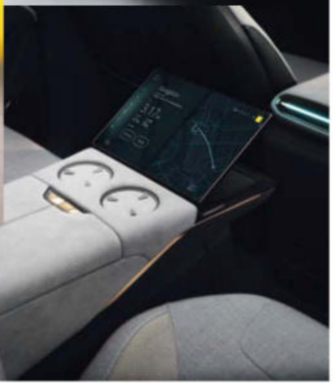
But as an engineer, designer, visionary and businessman, Chapman would have understood the need for progress – and no one could deny that embracing electrification should ensure Lotus is still around to celebrate its centenary in 25 years' time.

TEAM LOTUS
LOTUS

Embracing electrification should ensure Lotus is still around to celebrate its centenary in 25 years' time

PHOTOGRAPHY: HERITAGE IMAGE PARTNERSHIP LTD/ALAMY STOCK PHOTO; COURTESY OF LOTUS CARS





SPECS

LOTUS ELETRE

Engine dual motors: one front, one rear
Power 603hp (R model 906hp)
Top speed 160mph (R model 165mph)
Combined range 345 miles (R model 304 miles)
Charge time 80% in 20 minutes
Price from $145,000 (R model from $229,900)

Above left: the green and yellow Lotus logo was originally designed by Chapman. Top and above: exceptional details in the interior finish include sound speaker grilles from KEF and cupholders that sink into the center console

Its first electric model was the Emeya, an electric sedan "grand tourer" that went on sale last year to compete with the Porsche Taycan. It established the signature style of the builder's entire battery-powered range, and that style has transitioned well into Lotus's first SUV, the Eletre.

Fitting into the crossover segment, the Chinese-built car features the coupé look that alludes to Lotus's pure sporting roots. And despite its weight, that's a heritage that the Eletre is more than capable of upholding because (like all of today's larger electric cars) it is eye-wateringly fast in its acceleration.

Lotus, in fact, calls the Eletre a hyper SUV thanks to the fact that – in top-of-the-range "R" form – it's the fastest dual-motor SUV on the market, with its front- and rear-mounted drive systems producing more than 900 horsepower and catapulting the car's substantial bulk to 100km/h (62mph) in less than three seconds.

However, the fact that the Eletre can go from A to B rapidly is only one part of the story; the other part is about the tech that enables it to do so and the luxury in which its occupants get to enjoy the ride. Handling is well up to Lotus standards with aerodynamic design touches that include dramatic "wings" to direct air to a deployable rear spoiler, and a sophisticated air suspension system that, in most situations, makes for a plush and comfortable ride but could get choppy on more undulating surfaces.

In any event, it covers ground remarkably fast despite its near-17-foot length and, thanks to its size, passengers never feel cramped.

Indeed, while Lotus cars of the past were all about the driving experience, the Eletre gets from A to B in silent, electric-powered luxury.

The interior finish is exceptional with much devil in the detail (including the remarkable speaker grilles made for the KEF sound system) while plenty of soft-touch material lends a hint of Lotus sportiness.

A sophisticated 15.1-inch infotainment screen has so many functions that it takes a while to learn, while more state-of-the art tech such as cameras and high-definition screens have replaced reflective glass for door and rear-view mirrors.

Beautifully made levers control the cabin temperature and drive mode selection while equally tactile metal switches activate the windows. Even the cup holders (small and large) have been engineered to sink gently into the center console. This all plays a part in the Eletre's weight – and, while Lotus has managed to negate its effect on performance, I began to experience range anxiety after little more than 200 miles of real-world driving. The good news, though, is that Lotus claims it can take as little as 20 minutes to recharge the batteries to 80 percent, enough (officially) for about 250 miles of autonomy.

So, is the Eletre a Lotus? Probably in name only. But no one, even Colin Chapman, could argue that it isn't exactly as advertised – a fast, luxurious, beautifully built and confidence-inspiring "super SUV". *lotuscars.com*

BACK-SEAT ESSENTIALS

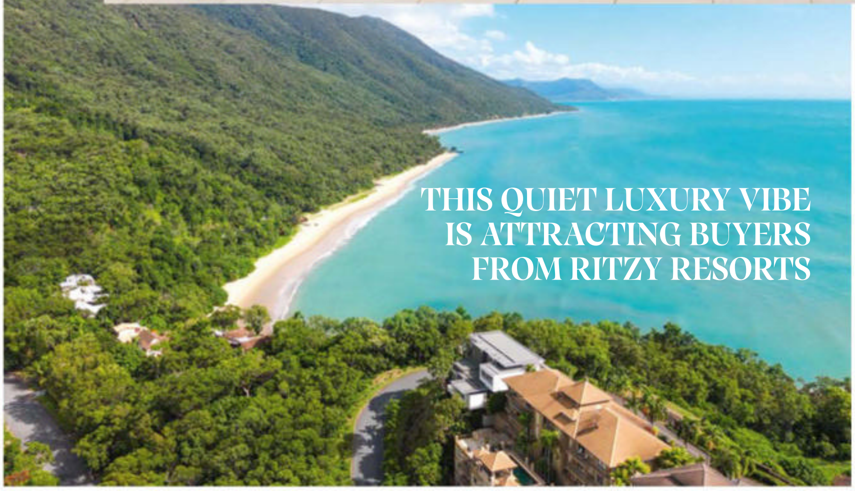
Leather duffle holdall, $3,750, purdey.com

Men's driving gloves in tan nappa, $215, aspinaloflondon.com

The Fortnum's Foodhall hamper, $252, fortnumandmason.com

THE GREAT ESCAPE

Looking for property in Australia? The Great Barrier Reef's laid-back luxury and beaches are spurring a migration from Sydney and Melbourne, says *Ruth Bloomfield*



THIS QUIET LUXURY VIBE IS ATTRACTING BUYERS FROM RITZY RESORTS

For those who find the ocean's pull irresistible, the Great Barrier Reef and its 133,000 square miles of pristine coral teeming with rare aquatic life is possibly the greatest destination in the world.

The opportunity to live in high comfort and within easy distance of the world's largest reef is turning some of northern Queensland's resort towns into luxury property hotspots filled with ultra-modern houses aimed at wealthy city buyers looking for change.

As a result, the real estate market in Queensland is outperforming Australia's better-known prime locations. The average house sale price in Queensland jumped by 8.5 percent in 2024, reports the Real Estate Institute of Queensland, compared to 2.3 percent in Sydney, according to CoreLogic.

But for now, you will still get more bang for your buck by heading north, beyond Sydney and the Gold Coast.

"To sell their property in Sydney or Melbourne, buy something for half the price, and then invest the rest [of the money] or use it to buy the perfect boat seems to be a common theme with new purchasers," says Wayne Singleton, director of Whitsundays Queensland Sotheby's International Realty.

The Whitsundays, an archipelago of 74 islands in the Coral Sea, are mostly uninhabited, but there's a thriving community on Hamilton Island. Buyers can expect to pay around AUD$4 million ($2.4m) for a four-bedroom house with sea views, and around AUD$1.2 million for a two-bedroom apartment.

"Whitsunday Island would have to be one of the most desirable locations in the world; it's unbelievable for boating," Singleton says.

High-net-worth buyers discovered this gem during the Covid-19 lockdowns and sale prices shot up 30 percent between 2021 and 2023. Growth then returned to around five percent during 2024, as pandemic buying slowed to normal levels. However, Singleton still deals with a steady stream of buyers, mostly in their forties and fifties, looking for a second home.

Hamilton Island has its own airport with direct flights to major Australian cities. "It is a safe haven with no crime and perfect weather most of the year," Singleton says. "Electric golf buggies are our mode of transport, with a choice of restaurants, a championship golf course and some of the safest anchorages to explore the Great Barrier Reef."

Along with its scenery, this quiet luxury vibe is attracting buyers from ritzy resorts along the Gold Coast and into the more homespun north. Another beneficiary is Palm Cove, a beach enclave 15 miles north of Cairns. With the sea on one side and Kuranda National Park on the other, it is an ideal spot to immerse yourself in nature. Locals walk barefoot, travel by bike and spend downtime in or on the water. It's reportedly the spa capital of Australia, and despite its size, it has a wide

PHOTOGRAPHY: MCGRATH; FRANCESCO UNGARO ON UNSPLASH; BAUHAUS PHOTOGRAPHIC

Above, Cliff House in Palm Cove offers stunning views over Double Island and Cape Tribulation. Left, The Glasshouse, a three-level house in Port Douglas, has 180-degree views over the Coral Sea. Below, Tramonto, a five-bedroom, six-bathroom retreat on Hamilton Island, overlooks Plum Pudding Island

range of upscale restaurants and bars.

Property prices in Palm Cove are a little lower than on Hamilton Island. Jason Monk of McGrath Estate Agents, Knight Frank's partner in Australia, estimates that a four-bedroom villa with a pool and sea views would set you back between AUD$2.5 million and AUD$4 million. Two-bedroom apartments, also with a sea view, are between AUD$800,000 and AUD$1.5 million. Monk estimates that prime prices have increased five to 10 percent in Palm Cove in the past year due to customers from Sydney, Melbourne or Brisbane purchasing holiday homes or semi-permanent residences.

"Since the pandemic, there has been a notable increase in remote workers moving to northern Queensland," Monk says. "Many have reassessed their priorities, choosing lifestyle destinations where they can work remotely while enjoying the benefits of space, nature and a slower pace of life."

About 25 miles along the coast from Palm Cove, a similar buyers' cohort looking for a buzzier feel heads to Port Douglas. Barbara Wolveridge, director of Queensland Sotheby's Realty, estimates that a four-bedroom home with Port Douglas coastline views would cost between AUD$5 million and AUD$10 million. Like other Queensland hotspots, prices shot up during at the height of the pandemic, but have started to recalibrate over the past couple of years.

Its mix of small-town charm and high-end amenities make it perfect for a holiday home or investment purchase, says Amanda Haines at Queensland Sotheby's International Realty Port Douglas. "The region offers rainforest hikes, secluded beaches, world-class diving and unparalleled boating beyond just a sunset sail in Sydney Harbour."

BOAT PRO

207

SUPERYACHTS HAVE VISITED THE GREAT BARRIER REEF SINCE 2000, THE LONGEST BEING 310FT FEADSHIP *BLISS*

ON THE MARKET

This contemporary five-bedroom home is on Hamilton Island. Its views can be enjoyed from the pool terrace, balconies, outdoor kitchen and barbecue area, or from within its open-plan living spaces.
Offers over AUD$15 million, queenslandsothebysrealty.com

A four-bedroom house overlooking Port Douglas and the ocean beyond, this contemporary three-story house comes with a saltwater pool and is within walking distance of the town's shops, restaurants and bars.
Offers over AUD$6m, queenslandsothebysrealty.com

This modern house is 15 minutes from the center of Palm Cove with an infinity pool overlooking the Coral Sea. The four-bedroom residence is open-plan with bi-fold doors into the gardens. Extras include a six-car garage, lift, gym and a 1,200-bottle wine cellar.
AUD$7.1m, mcgrath.com.au

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Sun Milk Drops Tinted SPF50, an ultra-lightweight daily skin protector which doesn't harm coral reefs. ***$100, raeie.co.uk***

Awaken Bath Salts are made in small batches in Cork, Ireland, from 100 percent natural ingredients. ***$43, groundwellbeing.com***

Individually hand-crafted and organic Golden Sun Body Oil. ***$42 for 100ml, isunskincare.co.uk***

Resurfacing Body Serum, made by hand on Tata Harper's Vermont farm. ***$155, tataharperskincare.com***

Refillable Definitive Enzyme Cleanser in recyclable glass packaging. ***$170, auteur.com***

> **"THERE IS NOTHING MORE PRACTICAL IN THE END THAN THE PRESERVATION OF BEAUTY"**
>
> THEODORE ROOSEVELT

A tale of two cities

The renowned Miami-based Carla Guilhem Design Studio opens a new studio in Rome

Carla Guilhem's yacht projects span the 112ft *ONE*, recently launched at Van der Valk Shipyard to a 230ft project. She was chosen for Project Mission (top) to balance the rugged expedition exterior with a softer, sophisticated interior

Imagine a design studio that perfectly epitomizes the energy, excitement and laid-back elegance of Miami and then combines it with the classical influences and timeless artisanship of the ancient city of Rome. With the opening of its first international studio in the Italian capital this April, the Miami-based Carla Guilhem Design Studio will be able to draw on such inspiration from both cultural and artistic centers.

"Italian design has always been synonymous with craftsmanship, elegance and timelessness," says studio founder and creative director Carla Guilhem. "With the two studios, we will infuse these qualities into our work. In Italy, we'll be inspired by the history of art and design, while in the US, we'll bring that classic Italian touch to contemporary designs."

For Guilhem, the American design scene is experimental and forward-thinking, from cutting-edge materials, technology integration and design concepts that push boundaries.

> **"My vision is to create a space where art, culture and luxury intersect"**

Incorporating these approaches alongside the European artisanal spirit and cultural sophistication, will bring a new dynamic to the studio's designs.

Just like Miami, the Rome studio will offer full-spectrum interior design services with a strong focus on yachting, residential and luxury commercial projects. While the two studios will work closely together, the Miami office will concentrate on North and South American projects, while Rome will cater to European and international clientele. "We'll ensure that the same level of luxury, attention to detail and creativity is maintained at both locations," Guilhem explains. "We will bring our expertise in creating bespoke spaces that combine modern luxury with traditional craftsmanship, ensuring each client receives personalized attention."

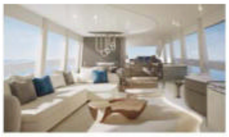
With nearly two decades of experience in luxury interior design, the Carla Guilhem Design Studio has earned a reputation for its dedication to innovation, sustainability and collaboration. The skilled team of designers are experts at blending the client's vision with the Guilhem aesthetic to ensure that each project is not only visually stunning but also responds to practical needs. "My vision has always been to create a space where art, culture and luxury intersect," Guilhem adds. "I want to build an environment that blends creativity and precision, a place where each design isn't just an aesthetic choice but a complete experience that evokes emotions and reflects the identities of my clients." With the opening of the new European studio, Guilhem's original vision will expand to create spaces that speak to people across cultures and continents, offering them a sense of peace, beauty and exclusivity.

For more information, visit carlaguilhem.com

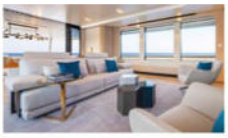
PHOTOGRAPHY: STUART PEARCE/YACHT SHOT

CARLA GUILHEM DESIGN STUDIO'S SUPERYACHT PROJECTS

Mission This 207ft expedition vessel concept has interiors that offer warmth and relaxation within a futuristic minimalist aesthetic.



Dutch Falcon With an abundance of curves and organic forms, the interior of this 82-footer showcases the epitome of modern comfort and cozy living at sea.



Lady Lene Featuring natural oak, marble, leather and suede in a soft, elegant palette, this yacht is also designed to cater for guests with mobility challenges.

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Owners' Club

LIVING THE DREAM ON THE WORLD'S BEST BOATS

Matteo Rigamonti's 89ft Apreamare, *Gipsy VI*, finds an idyllic spot

FOR MORE INFORMATION ABOUT OUR EXCLUSIVE CLUB, EMAIL ownersclub@boatinternationalmedia.com

An Italian master

The perfect pairing of a Venetian entrepreneur and a Naples boat brand steeped in tradition

PHOTOGRAPHY: QUERRIERI VISUAL OF ALESSANDRO QUERRIERI

THIS MONTH: *a yacht linked to Hollywood royalty heads to the Cannes Film Festival / how great crew can make the difference*

EDITED BY Caroline White

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ON BOARD WITH

Matteo Rigamonti

The Italian entrepreneur with an innate love of the sea speaks to *Ian Volner* about how he inspired a new flagship for a brand better known for its dayboats

BORN 1965
OCCUPATION PRESIDENT AND FOUNDER, WEERG
FIRST MOTOR YACHT A BAVARIA 32
CURRENT YACHT 89FT *GIPSY VI*

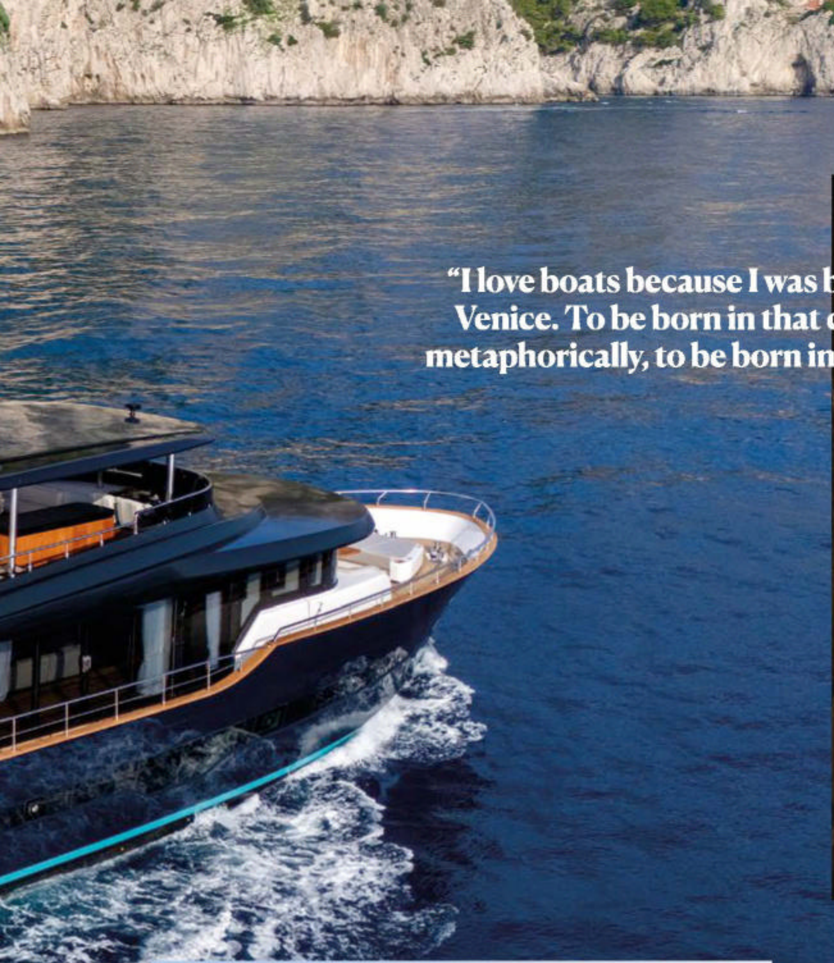
Standing still isn't Matteo Rigamonti's thing. "When I see an opportunity, I start a company," he says. "I wouldn't be able to buy one that's already been made – I have to create." The entrepreneur, most recently owner of Italian 3D printing company Weerg, has launched many businesses over three decades. "I dreamed of being a businessman since I was 12 and started my first venture when I was 19," he says.

Now 60, he takes on each new project with gusto but always with an eye on what might come next. "The way I think of it, I get on the bus, but I don't stay on it till the end of the line," he says. "I get off when I get bored."

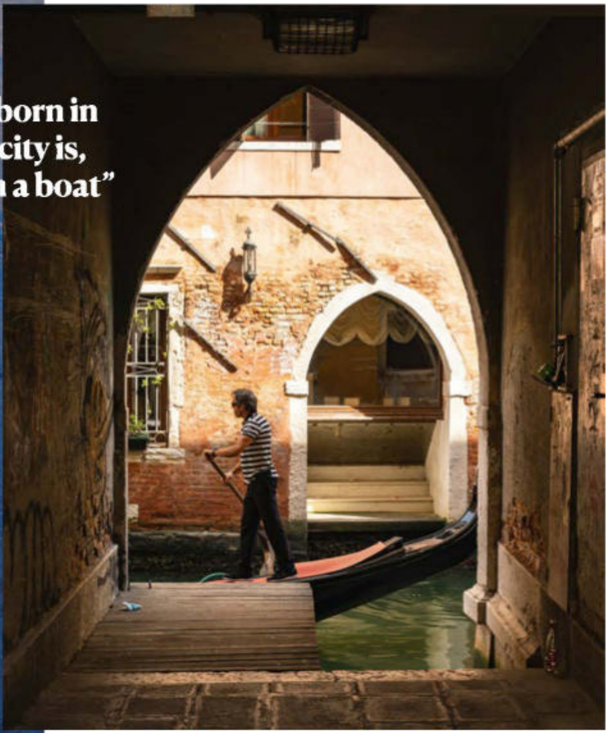
Given his restless spirit, it's little wonder that he's also an avid boater. The Venetian-born Rigamonti has owned boats since the early 2000s, and he regularly spends his leisure time cruising around the Mediterranean. As in his professional life, the only thing Rigamonti appears to enjoy more than being on a yacht is dreaming up a new one – which is why, three years ago, he turned to his longtime friends and collaborators at the Apreamare shipyard in the Italian region of Campania for his latest pleasure craft, the Maestro 88. *Gipsy VI* made its public debut in Genoa following her delivery in fall 2024, and she's already found a special place in her owner's heart. "It's like trying to explain love," he says. "It's always something different than your expectations."

Boating, and the urge to explore in general, has long been in Rigamonti's bloodstream. "I love boats because I was born in Venice," he says. "To be born in that city is, metaphorically, to be born in a boat." Rigamonti also spent plenty of time on literal boats as well, beginning with family cruises across the Adriatic to Croatia; at one point he contemplated even greater voyages, aspiring to become an astronaut until he found he was a poor study in physics. Instead, he pursued a degree in economics and acquired a small sailboat – though he quickly found

Above: *Gipsy VI*, a Maestro 88, is Matteo Rigamonti's second Apreamare yacht, following his Maestro 56



"I love boats because I was born in Venice. To be born in that city is, metaphorically, to be born in a boat"



The flagship of Apreamare, the Maestro 88 is poised to explore with a 1,000nm range at 10 knots

PHOTOGRAPHY: COURTESY OF OWNER; GUERRIERI VISUAL OF ALESSANDRO GUERRIERI; BIRGER STRAHL ON UNSPLASH

that the time commitment it entailed detracted from the experience. He also, in short order, found himself a father of small children, and says "it made sense" from a safety perspective to stick to motor yachts.

He was in his late 40s when he clapped eyes on the Maestro 66, then one of the largest offerings from legacy boatbuilder Apreamare. Celebrated for its elegant, understated gozzi (made to recall the traditional Neapolitan fishing boats), the brand has gone through a significant evolution over the last couple of decades, becoming part of international behemoth Ferretti Group in 2001 only to be reacquired by the Aprea family nine years later.

"We started the Maestro line in 2005," Giovanni Aprea says. Alongside his father, Cataldo, the fifth-generation co-owner of the company has been using the Maestro line as a chance to show that the historic brand can compete on a large scale as well as with its smaller, traditional offerings. It dabbled with some success in the US, even creating a model for this market in 2011 and exhibited at the Fort Lauderdale International Boat Show. Its last appearance there with a boat was in 2013 but it was at the Newport International Boat Show in May with its California dealer.

The Maestro 66, a version of which was adapted for the US market, made a believer of Rigamonti, but as he was not quite able to make it work financially, he acquired a Maestro 56 on the brokerage market in a rare moment of compromise for the uncompromising entrepreneur. Rigamonti held onto the used boat for nearly a decade while growing his previous printing business and dabbling in real estate. By 2022, his cash reserves had reached the requisite level – and just in time: though he'd owned the 56 longer than any boat to date, he was ready to let go. "Unfortunately, or fortunately depending on your point of view, I get bored of everything," he says.

He was drawn not only to Apreamare's aesthetics ("When I see one of their motor yachts," he says, "I think, this is not just a boat; this is art") but also to the people and history behind the brand, founded in 1869. Far as it

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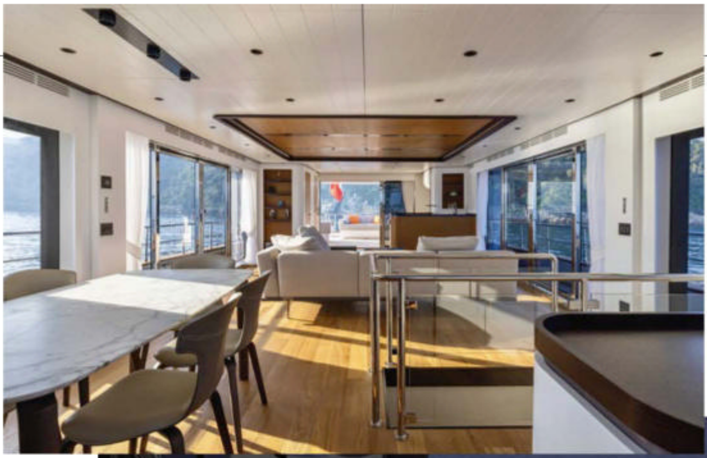


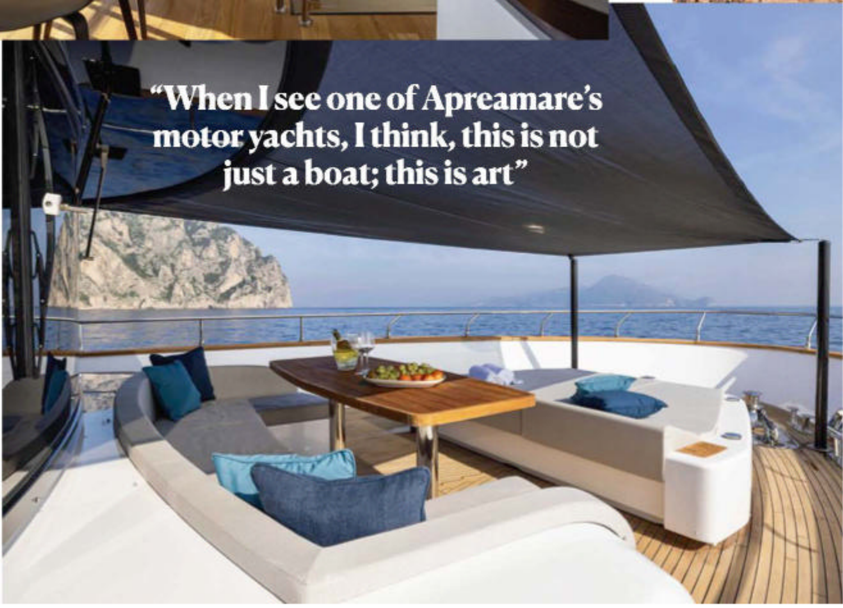
is from his native Venice, the Apreas' hometown of Naples holds a special romantic appeal. "Only real gentlemen and real criminals are from Naples," Rigamonti says.

Over the years, Rigamonti has cultivated a strong relationship with the family, which made it easy to approach them and encourage them to develop a new and larger model to fit his needs, after he had considered and ruled out building a Maestro 82. "I said to Giovanni and Cataldo, 'This is an old boat. I think now might be the right moment for a new Maestro.'"

The yard readily agreed. The new boat, which would become the brand's new flagship, started with a series of drawings from yacht designer Marco Casali with additional input from naval architect Umberto Tagliavini. In outline, the boat is close to what the Italians call a "navetta" (a cruiser). In line with Rigamonti's desire for lengthy, relatively swift cruising, the team opted for a semi-planing hull, giving the 88 both high performance (capable of speeds up to 22 knots) and ample interior space for living and storage.

"We are really proud that, in the yachting business, there's really no other custom yacht of this size," Giovanni Aprea says. With four cabins, furniture by Poltrona Frau, and even space for the owner's electric piano, the 88 represents a major step forward for Apreamare as a maker of luxury boats. Apreamare's new refit service in Sorrento for its yachts is another sign of their determination to expand its presence in the big-boat sector.

In that regard, its selection of the 88 as its new flagship makes sense, providing the company with a bold new face; yet at least with *Gipsy VI* – so named for the boat that Rigamonti's father's owned decades ago – the face is still recognizably that of its owner. Perhaps most noticeable to the casual dockside onlooker is the 88's striking blue-and-gray exterior palette, set off with a baby-blue boot stripe and contrasting light teak decking: a visual combination that exudes a breezy, confident air, altogether befitting its owner's personality.



> **"When I see one of Apreamare's motor yachts, I think, this is not just a boat; this is art"**

Top: Rigamonti opted for a galley-down layout that opens the main deck to the views. Above: the foredeck lounge

For Rigamonti, the features that make the yacht most appealing are the ones that he insisted on, though these are relatively few. The decision to place the galley below decks is one. "That's why the main salon is free and open, with a lot of windows," he says, providing unencumbered views of the sea. The owner was also keen to provide space for an extra-large engine room, affording better access for crew as well as a little more space between his own cabin and the noisy pumping of the two, 2,000-horsepower MAN V12 engines.

"Ultimately," Rigamonti says, "I had only one need: the need for delight." With a premium on light, space and quiet, Rigamonti was content to let the Aprea team take the lead, interfering as little as possible and waiting to see the final product.

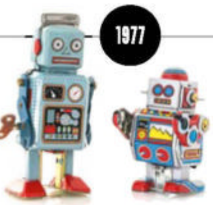
That meant waiting a little longer than he had anticipated: the completion of the Maestro 88 was

Matteo Rigamonti timeline

1965 Born in Venice

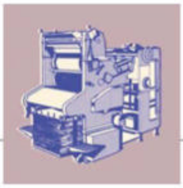
HOTEL METROPOLE
VENEZIA

1977 Aged 12, started dreaming of becoming a businessman



1991 Achieved first profitable business

1994 Founded Pixartprinting



2006 Purchased his first motor yacht, a Bavaria 32

NAPOLI
CAMPANIA

Below: the christening of *Gipsy VI* at the shipyard located between Naples (left) and Sorrento

delayed by several months, and the owner and builder were still working out the kinks when she arrived in Genoa in September. But according to Rigamonti, such minor hurdles are all part of the process. "A boat isn't like a Mercedes; it's a kind of living creature," he says. "Nothing works perfectly the first time around." With problems largely behind him, the 88's owner is plotting an ambitious cruise that will take her from Naples clear across the Mediterranean to Turkey.

By his typical, excitable standards, Rigamonti seems surprisingly content with where he is now. When the 88 was delivered, the businessman immediately thought of his Venetian father, who had to give up his beloved *Gipsy* after fuel prices skyrocketed in the 1970s. "I wish he was close to me then, to show him what we had done," Rigamonti says. (His own children may take a little persuading: when he presented the completed boat to his adult daughter, her response was less enthusiasm than shock. "Daddy," she said, "what did you do?") For Rigamonti, simply having completed the project is its own reward, and he appears to have few regrets – not to say he hasn't thought of how he might do things differently next time. "There are things I would change," he says. But if he does build another boat, he says he'll do it with Apreamare. ◻

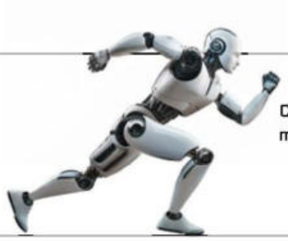
PHOTOGRAPHY: GUERRIERI VISUAL OF ALESSANDRO GUERRIERI; MATHIAS BACH LAURSEN ON UNSPLASH; DANIEL MCINNIS/CORBIS VIA GETTY IMAGES; ADOBE STOCK; GETTY IMAGES; CARLO BORLENGHI

Quickfire

You love cruising the Med. What's your favorite destination?
It's hard to find places more beautiful than the Aeolian Islands, where nature expresses itself through the power of Stromboli's creation, the legends and sulfur smell of Vulcano and the rugged, mysterious beauty of the extinct volcanoes on the other islands.

And a close second?
I find Capri beautiful but it's decidedly too crowded. Palmarola is beautiful, Capraia above Elba is beautiful, and the area of Cap Corso in Corsica is beautiful, too. What about the Ionian Greece, or the Kornati Islands in Croatia? What can I say, I love boating very much and am still fascinated even after a life exploring the Mediterranean.

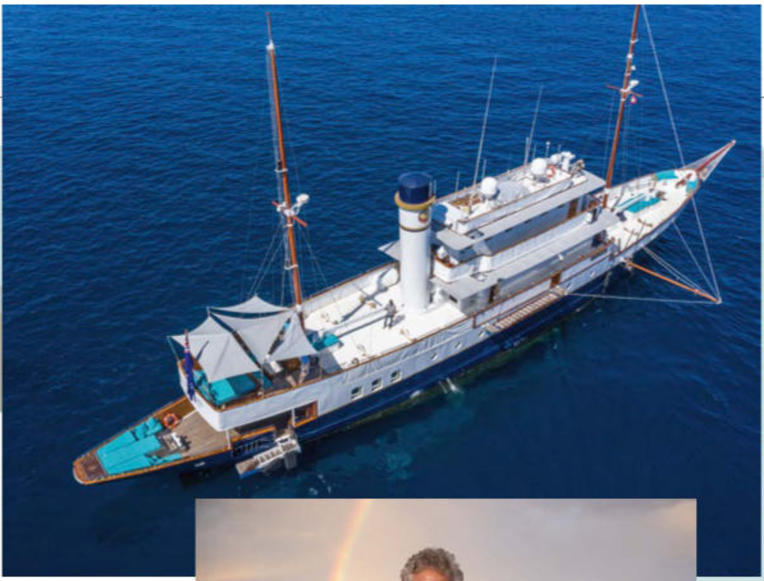
2013
Bought his first Maestro, the 56



2014
Created digital manufacturing firm Weerg

2022
Began to talk about a bigger Maestro

2024
Launch of the Maestro 88



SHIRISH SARAF

Yacht: *Kalizma*
Length: 165ft
Year: 1906
Location: Malta

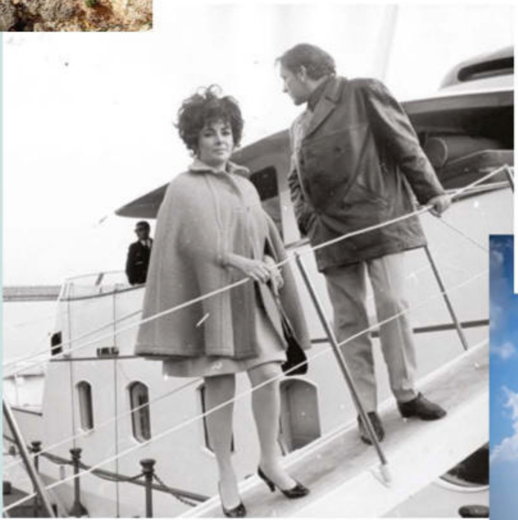
Whereabouts is *Kalizma* now?
She's in Malta undergoing a refit, and when the work is finished it will mark the complete transformation of the yacht from when I took ownership. We've totally remade the upper decks, made them much more comfortable, and upgraded furnishings throughout the yacht. She's going to come out of the yard looking incredible in time for the Cannes Film Festival.

I was talking to Vijay Mallya, the former owner of *Kalizma*, recently and he's amazed at what the yacht has become — and how capable she is now.

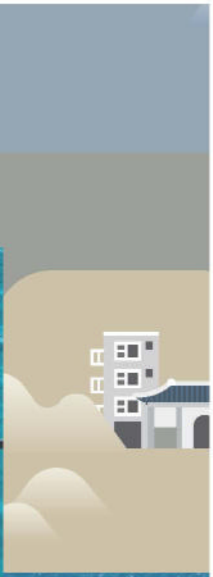
Where are you heading in the yacht this season?
After Cannes, we'll aim for Saint-Tropez and then I hope to be in Corsica in June and July. Before the end of the year, I also want to reach Montenegro and Croatia. We really want to maximize usage this summer. We got a call from Monaco Classic Week; they're keen to have *Kalizma* in port for the show, so we'll see. TVMonaco also wants to make a show about the boat, given its incredible history.

Does the fact that she was owned by Richard Burton and Elizabeth Taylor attract charters?
I don't think this younger generation really knows about the Burton/Taylor romance, so we don't get lots of Americans rushing to charter the yacht for the chance to sleep in Elizabeth Taylor's cabin. Our charter guests mainly come for the service and the program. We have a great crew and world-class chefs. We had a very well-known Italian businessman chartering recently and he called *Kalizma* "paradise on sea." The history, for our charter guests, seems to be a bonus! But I have spent a lot of time researching the boat and rebuilding its history and I now have an incredible archive of imagery and press clippings, which I have assembled into a book. She's so much more than Burton and Taylor's former boat — *Kalizma*'s been around for 120 years.

She was the headquarters for an America's Cup campaign, she's welcomed royalty such as Prince Philip, even of the Hollywood variety (Clint Eastwood once stayed on board), so there is lots more to this tale. Given the Hollywood connections, I'm looking forward to being at the Cannes Film Festival on the boat — surely the right place for such a vessel!



PHOTOGRAPHY: CORY MICHEAL GOLDBERG; GETTY IMAGES; BOB AYLOTT/KEYSTONE/GETTY IMAGES; COURTESY IYC; COURTESY OF OWNER

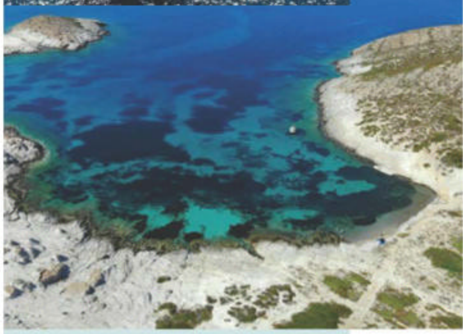


ILIA RIGAS
Yacht: ***Almyra II***
Length: 163ft
Year: 2000
Location: Athens

How's planning going for the second Cyclades Cup?
Very well — we're expecting a bigger fleet this year, between 15 and 17 boats. We've got some previous racers returning and lots of new faces joining. Antiparos is only a small place so we want to try and keep the feeling of exclusivity, while at the same time making sure people take this seriously as an event that will return each and every year. The challenge we're facing this year is people without boats or with motor yachts want to charter sailing yachts for the regatta (June 12 to 15), but they can't find the boats! If you own a sailing yacht and want to pick up a few charters, consider sending it to Antiparos!

How's your own sailing yacht?
Almyra II had a refit period over the winter, with a big refresh of her interior and exterior. We put a lot of effort into her technical areas, upgrading all over the place to bring her up to 2025 standards. She is still the dream boat for our family.

It seems everyone is talking about Greece. Do you feel the excitement?
I think it's a general recognition that in Greece there are still lots of places where you can be entirely by yourself, with calm water and no swell, and enjoy true tranquility. There aren't many other places in the Med that you can say that about.



Members' Logbook

From the Cannes Film Festival to the Cyclades Cup, owners of freshly refitted yachts share their plans for the season

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The king's speech

Josh Golder, owner of 153-foot *King Benji*, opens up about opening his superyacht's doors to... well, everyone

"Make sure the pear is poached EXACTLY right for the broker lunch," I yelled at the chef (without even knowing how a pear should be poached myself and being on my fifth attempt at a fruitless keto diet).

It was two days before the Fort Lauderdale International Boat Show and the crew and I were on edge. Everything needed to be flawless...after all, we were the boat that everyone wanted to see. We had just arrived in the US, had been on the cover of *BOAT International* and had our first YouTube video attracting thousands of views.

People were coming to see the coolest yachts. I believed we had THE coolest yacht. So I decided to let all the FLIBS "commoners" on

But as we readied for the show, beneath our frenzied quest for perfection with our gourmet food, our spotless tropical vibe interior and sparkling polished hull, I felt something else. I felt highly curious and a bit skeptical of the whole "boat show thing," with its paid admission, ropes and sun-baked gawkers trying to get an insider's view from the docks.

Why, I wondered, did you need an appointment to see *King Benji* or any other boat if you had purchased a ticket for the boat show? After all, wasn't that what the people coming wanted? They wanted, I thought, to go on these monuments of fortunes made, industries conquered, to live their own version of the American Dream, even if only for a tour or a quick photo in the wheelhouse or a chat with the captain as they feigned interest about the engine specifics.

I asked a few industry people what would happen if I just opened my boat up to literally ANYONE who bought a ticket to FLIBS.

"You'd be an idiot and your boat will be trashed," was one response.

The second response was even more thought-provoking. "That's not how this works. Charter clients and their brokers only, no commoners."

"Hmmm," I thought, as a former "commoner" who happened to have made a few dollars. That comment made me rethink our entire approach to the show. People were coming to see the coolest yachts. I believed we had THE coolest yacht. So I decided to let all the FLIBS "commoners" on, eat some pizza, enjoy some wealth-creating motivation or just bask in our unique design.

To encourage even more of the boat show visitors onto the yacht, we ran banners pulled by airplanes above the show inviting attendees to take a free tour. Sometimes the wait time in line to get aboard was up to 45 minutes. Everyone wanted to see *King Benji* for themselves.

So what happened? Over the course of five days more than 6,000 people came through *King Benji*, enjoying the boat first-hand and having their personal experience with her.

Did it ruin the boat? Not at all. Did it help to book charters? Maybe.

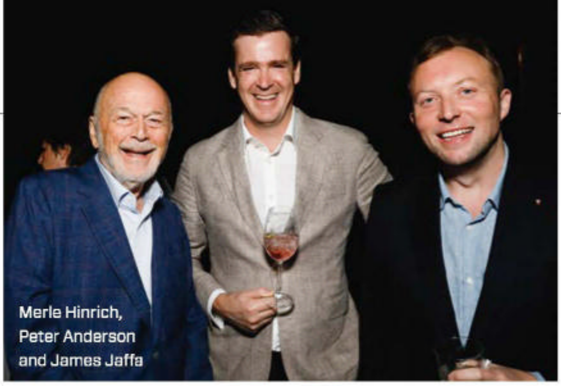
But I believe the end result of having the most "open" boat, both in shows and online, speaks for itself. We have booked every single week of summer 2025 with charters and have only two weeks of September in Croatia left open as I write these words.

So maybe there is something to letting everyone on a charter boat at a boat show and seeing what happens.

I love to discuss the rapidly changing yachting industry. If you want to reach out, my email is *joshfromkeylargo@gmail.com.*

Josh Golder's fee for this column has been donated to the Humane World for Animals

ILLUSTRATION Satoshi Kambayashi


Merle Hinrich, Peter Anderson and James Jaffa

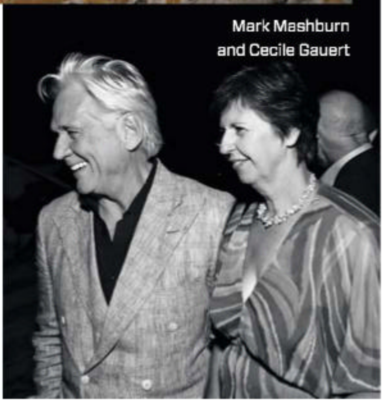
Richard Raper, Helen Porter and Stephane Zaharia

Leonardo Careddu, Paul Stenhouse, Cameron Heller, Stewart Campbell and Andrew Heller

Above: Natalia Dowling-Kennedy, Jane Smith, Jamari Douglas, Cecile Gauert and Tracy Berkeley

Palm Beach dinner party

BOAT International Owners' Club members gathered for an exclusive dinner during the Palm Beach International Boat Show at Florida's Ann Norton Sculpture Gardens


Mark Mashburn and Cecile Gauert

Above: Tom and Katia Bates

Frank Binder, Stacey Ladas and Steve Ladas

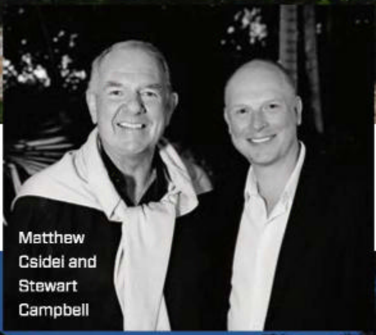
Left: Fred Burton, Hallie Pasternack, Katia and Tom Bates and Nicole Yang

> “We look forward to this event each year and seeing so many friends, new and old”
> IRA AND WENDY LEVENSHON

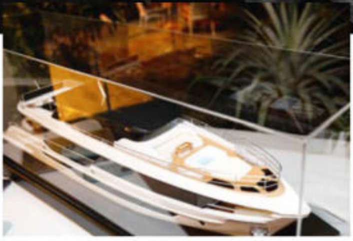
Below: Ira and Wendy Levenshon, Brian O’Sullivan and Toby Moore

Marios Christopoulos

Right: Alexander Souabni and Marios Christopoulos. Below: Robert Friedlander, Leonardo Careddu and Brian O’Sullivan



Matthew Csidei and Stewart Campbell



Julian Pucci and Stephane Zaharia

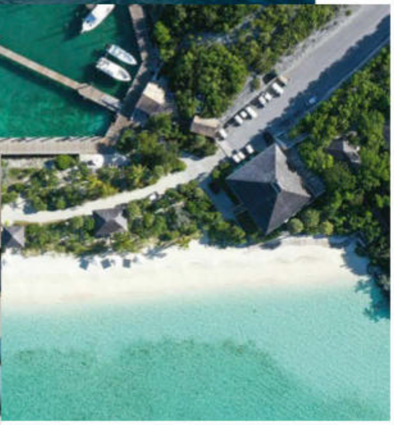
Wendy Levenshon, Blessing Ndem, Barry Minoff, Hallie Burton and Fred Burton

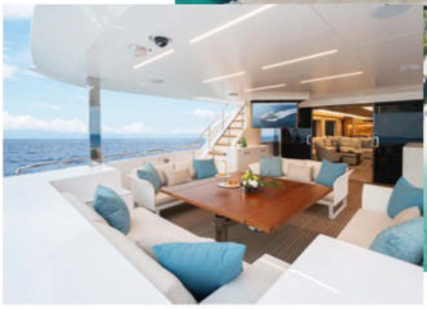
WITH THANKS TO GULF CRAFT, VIE L’VEN, DASSAULT FALCON JET CORP AND THE BERMUDA TOURISM AUTHORITY

MY LIFE IN BOATS

Mario Benedetti

The new owner of the Horizon FD100 *Island Soul* tells *Kate Lardy* how transitioning to a crewed yacht rekindled his love of boating





Island Soul (top and above) will soon be on her way to Highbourne Cay in the Bahamas (above right), a place that Mario and Lucy consider the most beautiful on earth

I grew up around boats. My father was the Chris-Craft representative in Venezuela and brought his passion for boats to everyone in the family, but I was the one who fell most in love. I started boating when I was seven years old, on an aluminum Sears boat with a four-horsepower Johnson outboard. I would spend all day cruising slip to slip in the marina. The first boat I bought was a 13-and-a-half foot panga that I designed myself. I felt like I had a cruise ship! My first family boat was a Luhrs 37 Convertible, which we brought here to the US when we moved from Venezuela in 2009.

One day we were cruising from Bimini, crossing the Gulf Stream and the seas got really rough. We were doing 18 or 20 knots, and my wife, Lucy, was holding on for dear life. She wanted me to slow down, but if I slowed down, the tail of the boat would go underwater. Then a Hatteras 54 passed by us; everybody was standing on the flybridge, waving to us. And she said, "Why can't we go that way?" I said, "That's a 54, it's a big boat." So she said, "Well, maybe we should get a bigger boat." I looked to the sky and said, "Thank you, God." As soon as we got to Miami, I don't even remember if I tied up the boat. I just ran to the internet and started searching for a Hatteras 54.

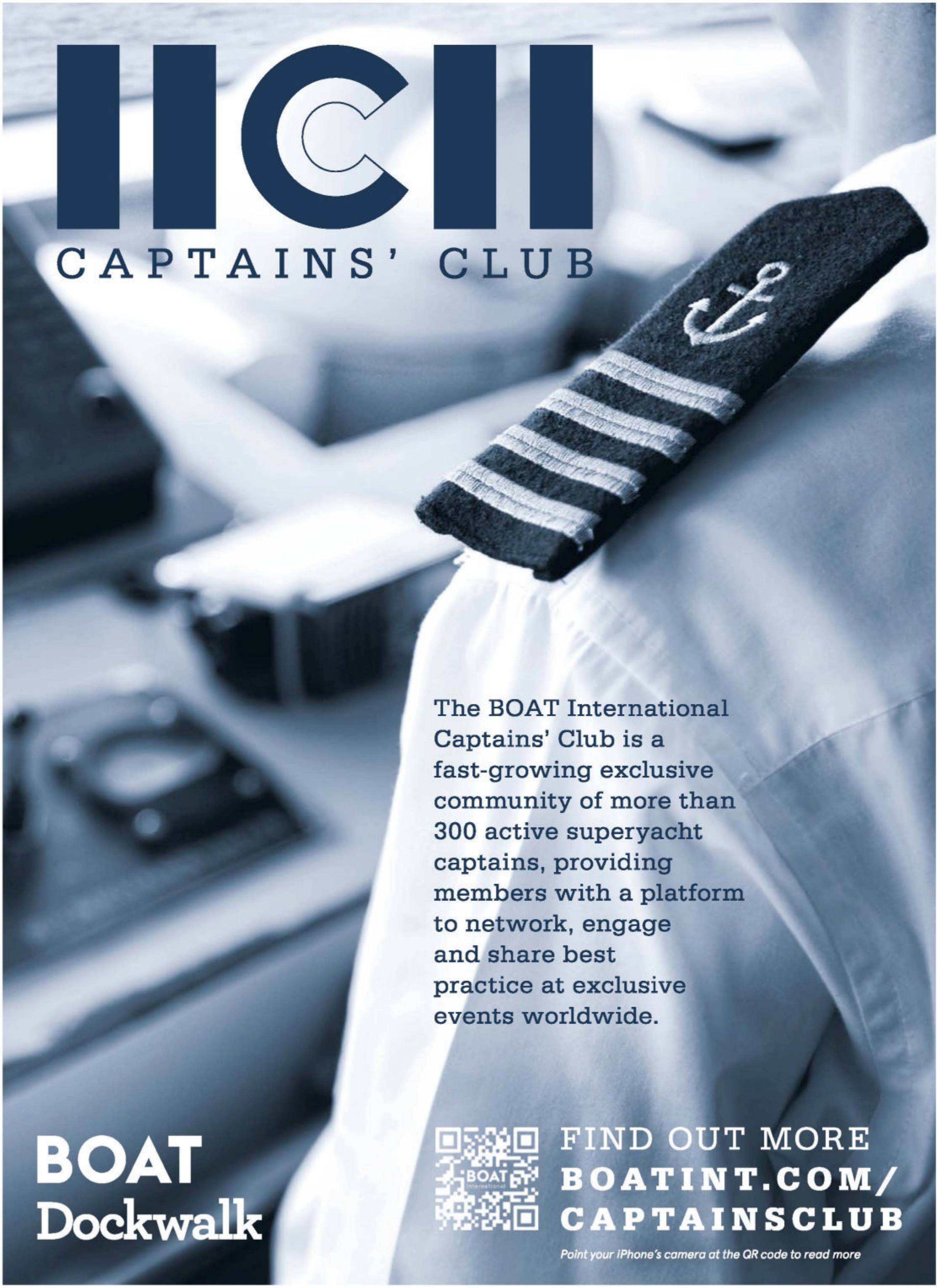
> "As I said to my wife, life is short and you only live once"

We really enjoyed that boat for almost eight years but it was a lot of work for me: getting it ready, driving, checking everything and washing it. On my most difficult day as a captain, the three things that can go wrong on a boat – weather, mechanical issues and injury – went wrong. The day after my wife fell on the dock and cracked two ribs, a tropical storm became a Cat 2 hurricane and we had to evacuate Highbourne Cay. On the way to Nassau, I lost an engine, then the generator, then the steering. The dockmaster at Albany helped us and I became a member after that.

After our last trip to the Bahamas, I needed a vacation from my vacation. I told Lucy that while I love driving the boat, I wasn't enjoying it as much and it was time to think about a bigger boat with a crew. We looked at the Horizon FD100, but we weren't ready to make the move then and bought a Horizon E88 instead. I clicked with the yacht as soon as I saw it, and I hit it off with the crew from the first day we met. The experience with the crew for the last three years has been amazing. Having a great crew is like having a great wife; they are part of the family. I got their approval before committing to a new FD100. This is a good time for us to do it; we have our health, the energy and the means. As I said to my wife, life is short and you only live once.

The interior space is amazing. And I love Horizon boats for the fit and finish, the quality and the fact that you're able to remove every panel and access every inch. But the most amazing part of the brand is the people. The E88 was 10 years old when I bought it, but they treated me like I had a brand-new 200-footer. They really make you feel welcome. I couldn't be happier and I am just counting the days until the boat's delivered.

PHOTOGRAPHY: COURTESY OF HORIZON; COURTESY OF OWNER



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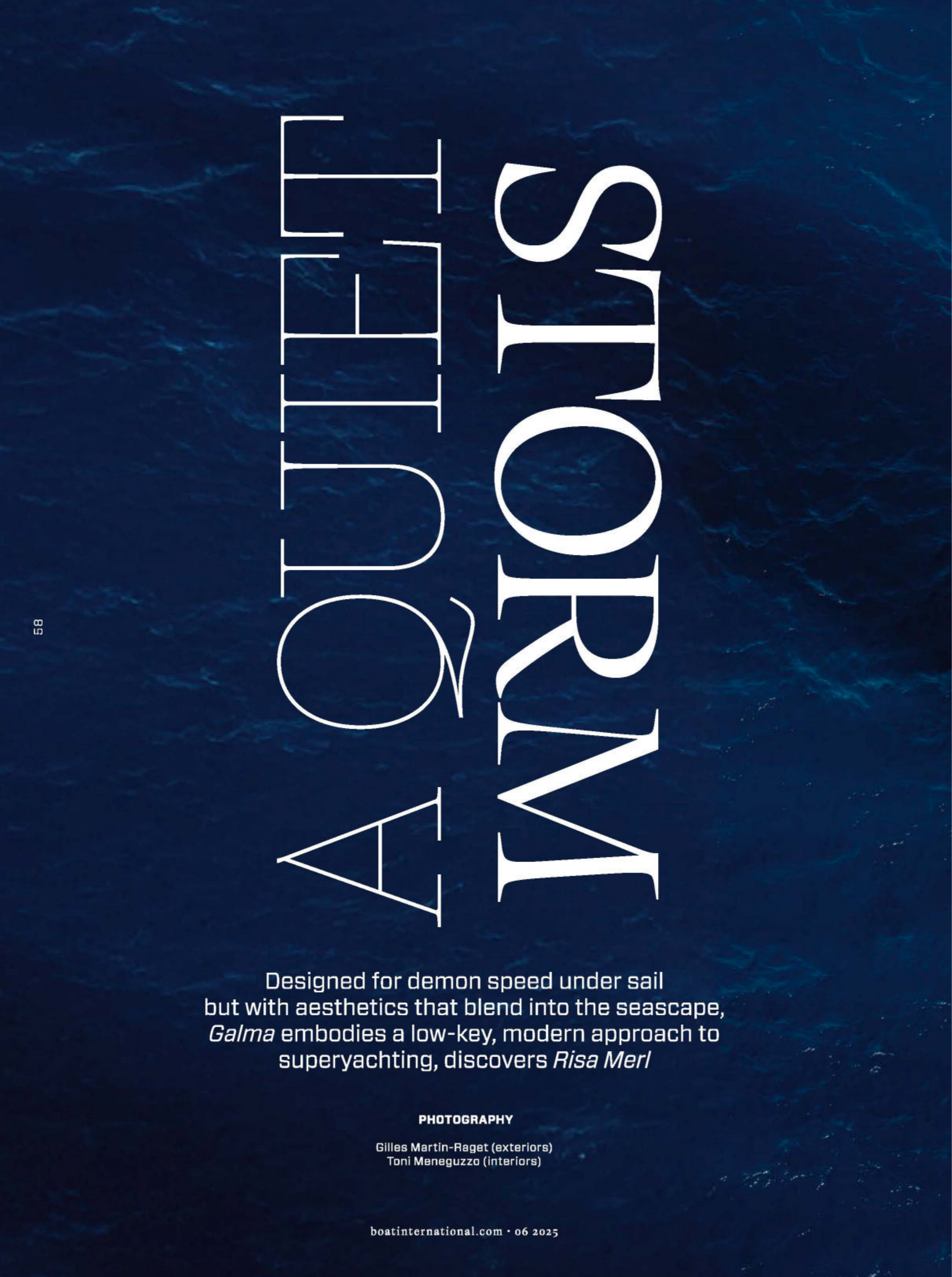


A QUIET STORM

Designed for demon speed under sail but with aesthetics that blend into the seascape, *Galma* embodies a low-key, modern approach to superyachting, discovers *Risa Merl*

PHOTOGRAPHY

Gilles Martin-Raget (exteriors)
Toni Meneguzzo (interiors)

COVER BOAT
GALMA

>>

"It only took me 10 minutes to decide to buy it, which gives you an idea of how perfect the project was for me," says the owner of 110-foot *Galma*, the first hull in Wally's new wallywind110 series. The series hadn't yet been announced and wasn't for sale publicly when he caught word of it, but its marketing status was beside the point. He knew it was meant to be his. The manageable size, sinuous lines and overall concept – a hybrid between Wally's high-performance machines and a capable bluewater cruiser – was exactly what he and his wife were after. And he signed the contract with just enough time to put their stamp on the project; they supercharged the yacht's performance capabilities, chose a special hull color that blends seamlessly with the sea and customized the interior to suit their exact needs.

Galma's owner wasn't always a sailor. You often hear about sailors hanging up their lines to switch to the ease of motor yachts, but it's a rarer occurrence when an owner shifts from power to sail.

"I owned motorboats for more than 25 years, from the time I was 24 to 50 years old," he says. "Then I was in Menorca (Spain) one summer and had a friend with a fast-sailing boat; I said, 'this is something I like.'" For a few years, he chartered a Ron Holland-designed sailing boat before trying out a Wally. "I chartered *Wally B*, and it was the most exciting boat I had ever been on," he says. "From that moment, I was totally stuck on sailing boats and on Wally."

Key to *Galma*'s cockpit is its flexibility. Cushions can be added to extend sunpeds and the tables go from high to low. A backrest in the middle of the sofa around the dining table means guests can sit facing in to dine or out to take in the views. The curve of the coachroof gives an organic feel to the exterior

“THE BIGGEST CHALLENGE WAS TO DESIGN AND BUILD THE LOW-PROFILE COACHROOF SO YOU DON’T ‘SEE’ THE DECKHOUSE”

>>

"THE FEELING I GET WHEN I SAIL ON *GALMA* IS PURE RACING EMOTION WITH TOTAL CRUISING COMFORT"

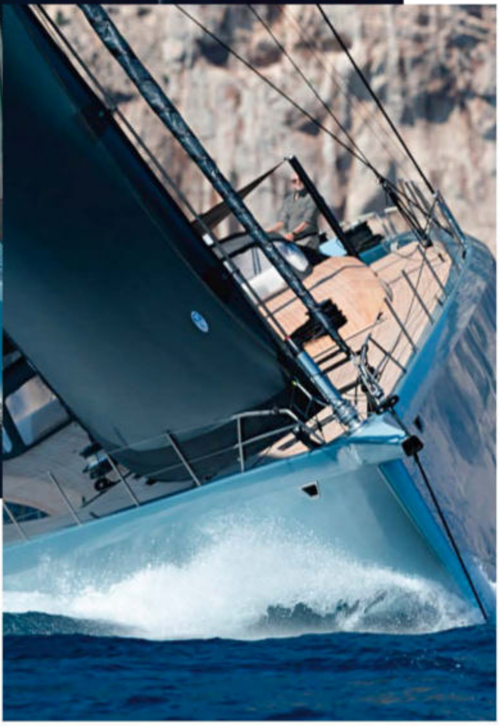
His entry into Wally ownership started with a powerboat in the form of the Wallytender 45. (He's now sized up to a Wallytender 48, which serves as *Galma*'s chase boat.) The first Wally sailing yacht he purchased was the 89-foot *Tiketitoo*, and when he wanted to get more seriously into racing, he upgraded to the 131-foot Wally *Dream* (now called *Black Sails*). With *Dream*, he raced and cruised for 10 years. "In the beginning we were doing 50/50 racing and cruising, then we started doing the entire race circuit," says *Galma*'s captain, Miguel Garriga, who has worked with the owner for 16 years. "But [the racing scene] became too professional and too competitive. [The owner] wanted to start doing proper cruising around the Mediterranean instead of just hanging around Sardinia."

The original plan was to build a 141-foot Perini Navi, but Covid-19 and Perini's temporary struggles put this on hold. The search began for a suitable yacht to fill the void, but nothing on the market was catching the owner's eye.

Then one fateful day, his luck changed. "Luca Bassani is a very good friend, and in the summer of 2022, we were cruising together in Portofino. I asked him to get out his iPad and show me what was new at Wally, and I saw a boat that was absolutely perfect for me," the owner says. By this point, he had decided that a 130-foot-plus vessel would be too much boat and was looking instead in the 100-foot size range. "To me the scale is very important because a sailing boat over 110 feet is not as fun at the helm," he says.

The wallywind110's hybrid cruiser-racer platform was especially appealing. "I wanted to have a very fast

The full-custom hull color was chosen so *Galma* can blend into the sea and the sky, says the owner



cruising boat because I'm not racing as much anymore – but I race when I cruise, I like to race myself." To get the performance he was looking for, he asked Wally to make some conceptual changes. The boat was about halfway through construction and the hull was complete, but fortunately, there was still enough time to tweak a few key things. "The concept had a traditional sailplan with a pinhead main and a fixed keel," Captain Garriga says. "But a Wally nowadays for me must have a square-top main and a telescopic keel to give the yacht more performance."

While *Galma*'s owners opted for a telescopic keel, owners of future hulls can stick with a fixed keel if they prefer. To help achieve fast

SAILING ON GALMA

It's a gray and muggy day in Barcelona. It should be calm and relatively flat on the water, but there's considerable chop caused by all the boat traffic. As the 37th America's Cup gears up for another day of racing, organizers and camera crews are zipping around and superyachts are lumbering into designated spectator zones to soak up the action. Wally's brand-new *Galma* is one of them.

Wally founder Luca Bassani is at the helm, sailing us into a prime position to watch Emirates Team New Zealand thrash INEOS Britannia.

"At least the wind is picking up," one of *Galma*'s crew says, as the AC75s return to the port and the yacht traffic around us lightens up. He's right — the light breeze has a little kick to it now, and the sky is a touch darker. As the crew hoists *Galma*'s jet-black sails, they look at home against the steely sky.

Sailing upwind at about 19 knots in 23 knots of wind, the ride is comfortable and dry. *Galma*'s deck design is clean and uncluttered but still fitted with plenty of spots to sit and things to grab onto. When the yacht heels sharply, I still feel safe and secure. That was what Bassani had hoped to achieve from the wallywind 110's early inception.

Aft of the steering wheels, two "madame's seats" (as Bassani calls them) give me, an anxious sailor, the feeling of being involved without taking the helm. I curl up on one of the dual-facing amidships benches to admire the low-profile, teak-clad coachroof and the jib filled with wind. *Galma* canters along with pace and grace, and while she doesn't have the foiling technology of the AC75s, I still have the distinct sensation of flying over the water. – *Katia Damborsky*

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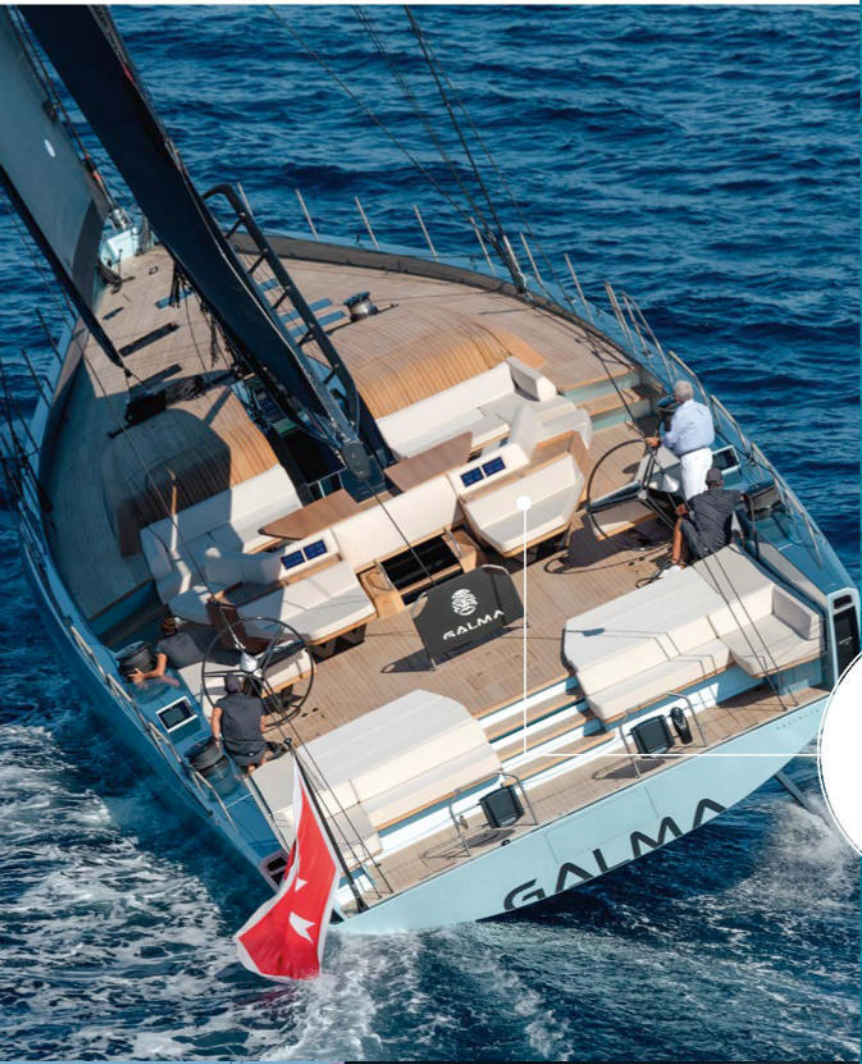
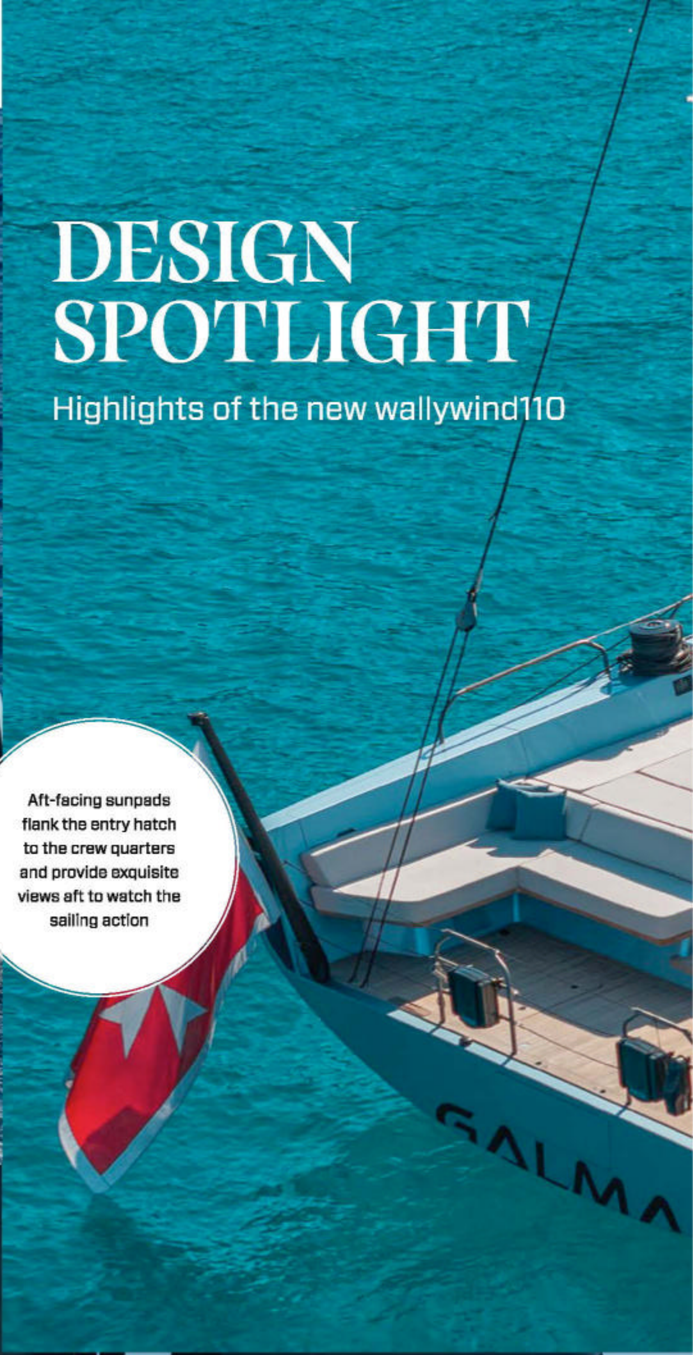
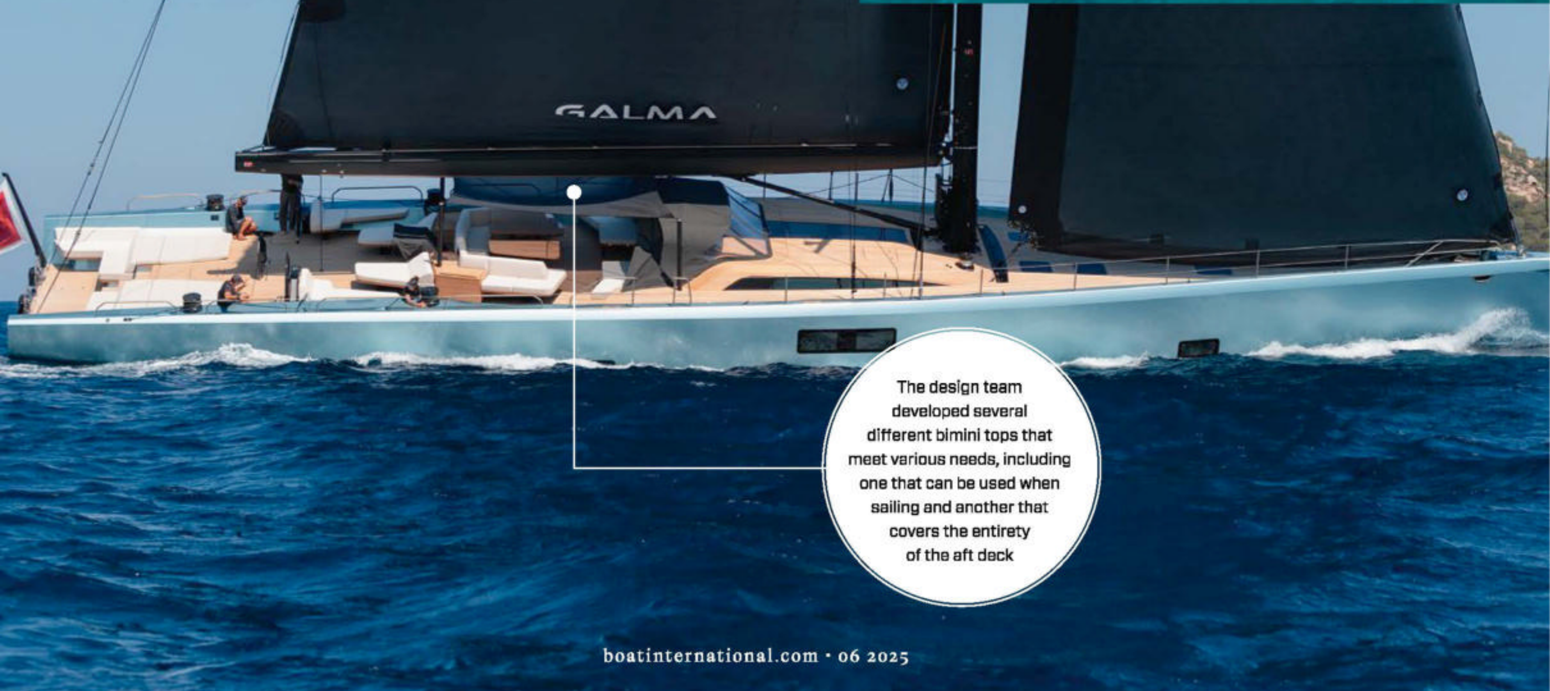
DESIGN SPOTLIGHT

Highlights of the new wallywind110

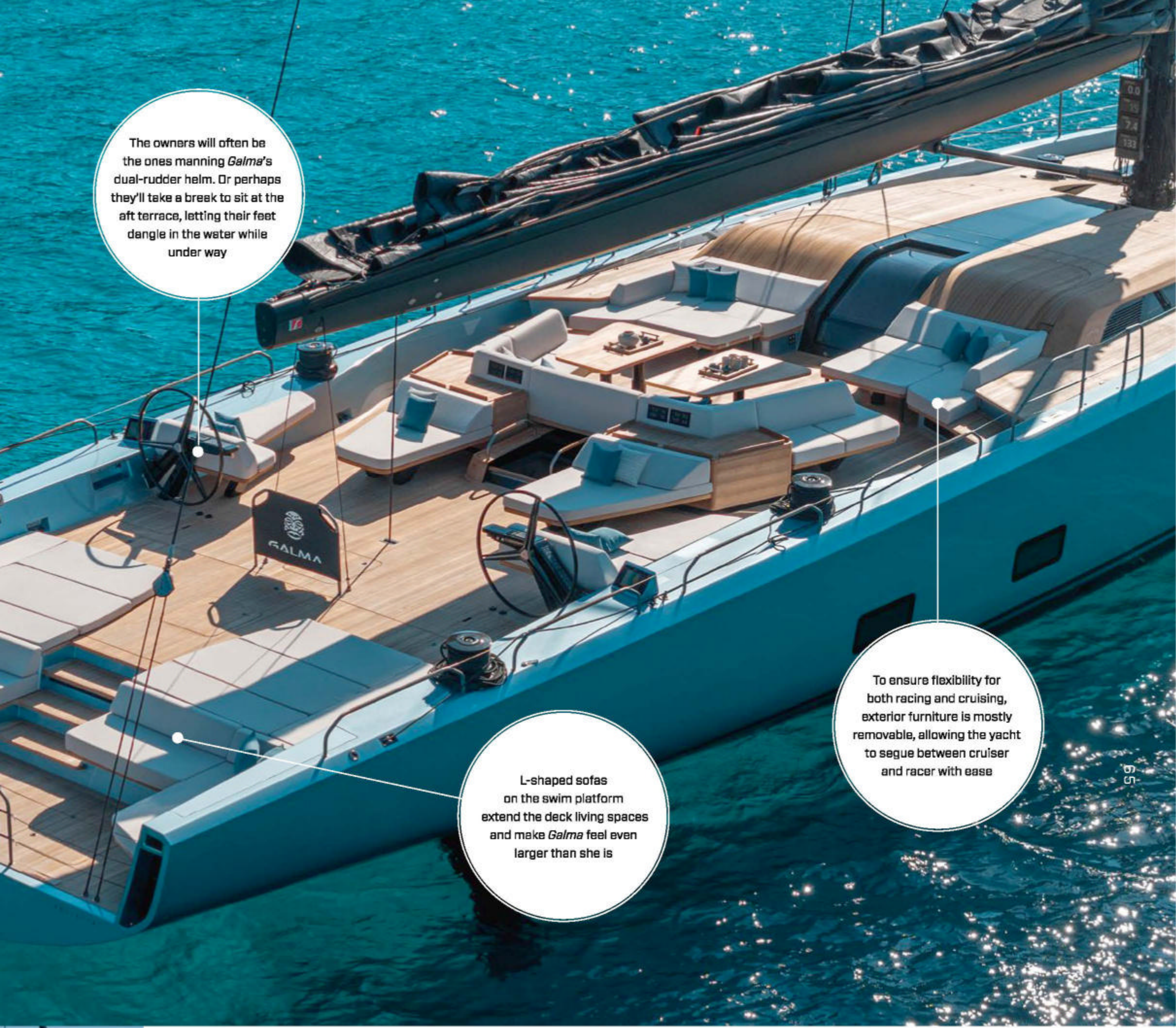




Aft-facing sunpads flank the entry hatch to the crew quarters and provide exquisite views aft to watch the sailing action



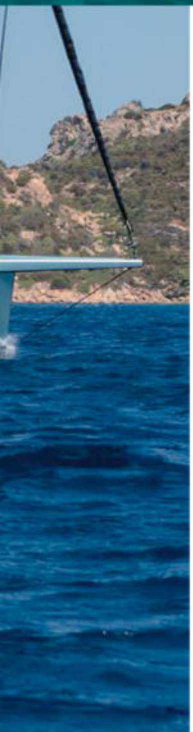
The design team developed several different bimini tops that meet various needs, including one that can be used when sailing and another that covers the entirety of the aft deck



The owners will often be the ones manning *Galma*'s dual-rudder helm. Or perhaps they'll take a break to sit at the aft terrace, letting their feet dangle in the water while under way

To ensure flexibility for both racing and cruising, exterior furniture is mostly removable, allowing the yacht to segue between cruiser and racer with ease

L-shaped sofas on the swim platform extend the deck living spaces and make *Galma* feel even larger than she is



performance, the builder optimized the interior by choosing lightweight materials and stripping it down to the necessities. "We got rid of all the optional 'extras' to make the boat as light and high-performance as possible, but we still have all the comforts needed for a cruiser with a good-sized galley, watermaker and washer and dryer," the captain says. Coupled with a carbon rig, this makes *Galma* light and fleet-footed.

Wally and Milan-based studio Santa Maria Magnolfi designed the wallywind110 inside and out while naval architecture comes from judel/vrolijk & co. As always, Wally founder and president Luca Bassani was deeply involved in the briefing and design process. Years ago, Federico Santa Maria worked in Wally's Monaco office and had the opportunity to help with the exterior and interior design of the wallycento *Magic Carpet 3* and the first wallyace model. He later opened a design studio with Valentina Magnolfi and together they worked with Wally on the design of the custom Wally 93 *Nahita*. Since then, Santa Maria Magnolfi has forged a fruitful partnership with the shipyard. The Wally 101 *Y3K*, launched last year, comes from their drawing board, as do other sailing yachts currently under construction, including the wallywind 110's second hull and the wallyrocket51.

"The idea for the exterior [of the wallywind110] was to push boundaries by questioning every fixed dogma," Santa Maria says. "This is aimed at improving the onboard experience, comfort, safety and enjoyment."

The flexible cockpit design speaks to this notion. "The aft terrace is quite a unique feature, offering the rare opportunity to be very close to the sea at all times, even while sailing," he says.

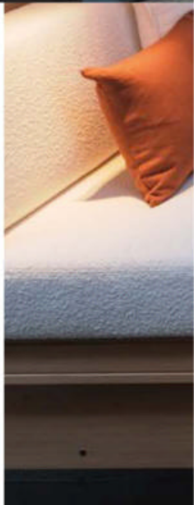
>>

Galma cuts a clean and powerful profile that suggests her speedy performance. Yet her low-profile exterior is a trick of the eye. "She looks like a flush deck, but in reality, she has a raised salon," Bassani says. "This was the biggest challenge – to design and build [the low-profile coachroof] so you don't 'see' the deckhouse." The chamfer at the top of the hull is also designed to visually lower the already light stern, creating quite an aggressive look overall.

"The hull, viewed from the side, hides an entire world on the deck," Santa Maria says. "The bulwarks allow for a full-beam cockpit while providing a sense of protection and safety." Hiding things away is a theme on *Galma*, with a mooring area hidden beneath the port side aft sunpads, a retractable chart-plotter, and in traditional Wally fashion, lines running beneath the deck. "Having all the lines hidden is part of Wally DNA," Santa Maria says. It also keeps the deck looking clean while being safe for guests. "We tried to emphasize this philosophy by also hiding the navigation screens that open up from the top of the bulwarks or the aft mooring area integrated into the bulwark itself, very uncommon on a sailing boat."

The theme of hiding away is also apparent in *Galma*'s paint job. "We wanted a boat that couldn't be seen when sailing… the sort of blue that blends in with the sea and the sky and seems to

A few steps down from the salon is a self-service bar that takes the place of the lower-level lounge that you would typically find on a cruising sailing yacht. It was "carefully designed based on the owner's specific request," Santa Maria Magnolfi says



disappear," says *Galma*'s owner of the fully custom color. "We made 85 different versions, and in the end, we found the right color."

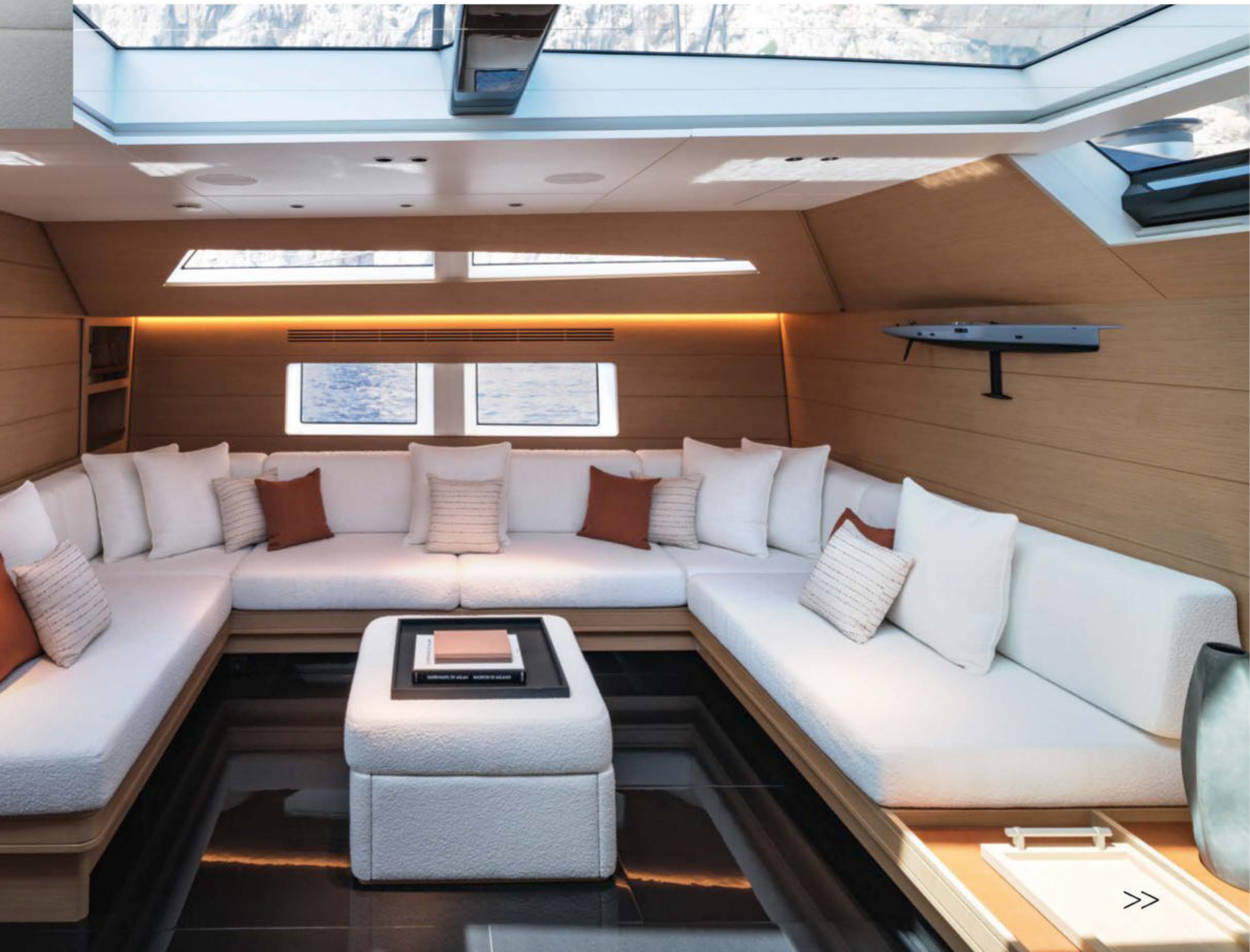
The light-blue paint morphs in richness and tone depending on the sunlight, and the ultra-shiny finish of the coat helps enhance this color-changing quality. In stark contrast to yacht owners who wish to see and be seen, *Galma*'s owner wishes to fly under the radar with his yacht a cloak of invisibility.

Just as light dances on *Galma*'s hull, it flows into the living areas below. The glass of the hatch door leading into the salon runs the length of the deckhouse, creating a surprisingly bright interior.

"What makes this boat special is the clarity of light during the day inside; we have natural light everywhere," the owner says. This light descends on a harmonious, minimalist, yet comfortable interior. Neutral tones and natural materials abound, with light oak, soft leather and textured bouclé fabrics creating a cozy atmosphere. White ceilings and Japanese tatami paper details, meanwhile, offer a noticeable contrast with black carbon fiber floors, which are opaque and textured with an anti-slip finish.

The "leather" found on *Galma*, from Italian brand Viridis, is derived from processing corn. Its durability and sustainability, as it is composed of up to 69 percent plant-based raw materials, were behind this choice.

"Our studio's philosophy is to create functional and aesthetically pleasing spaces, " Valentina Magnolfi of studio Santa Maria Magnolfi says, noting that the materials take precedent over forms. "We selected high-quality materials that not only enhance the visual appeal but also reflect a refined and sophisticated aesthetic, without compromising the standards required by Wally in terms of performance and low weight." The designers say that *Galma*'s owner, an expert in this area, was involved in selecting all fabrics.



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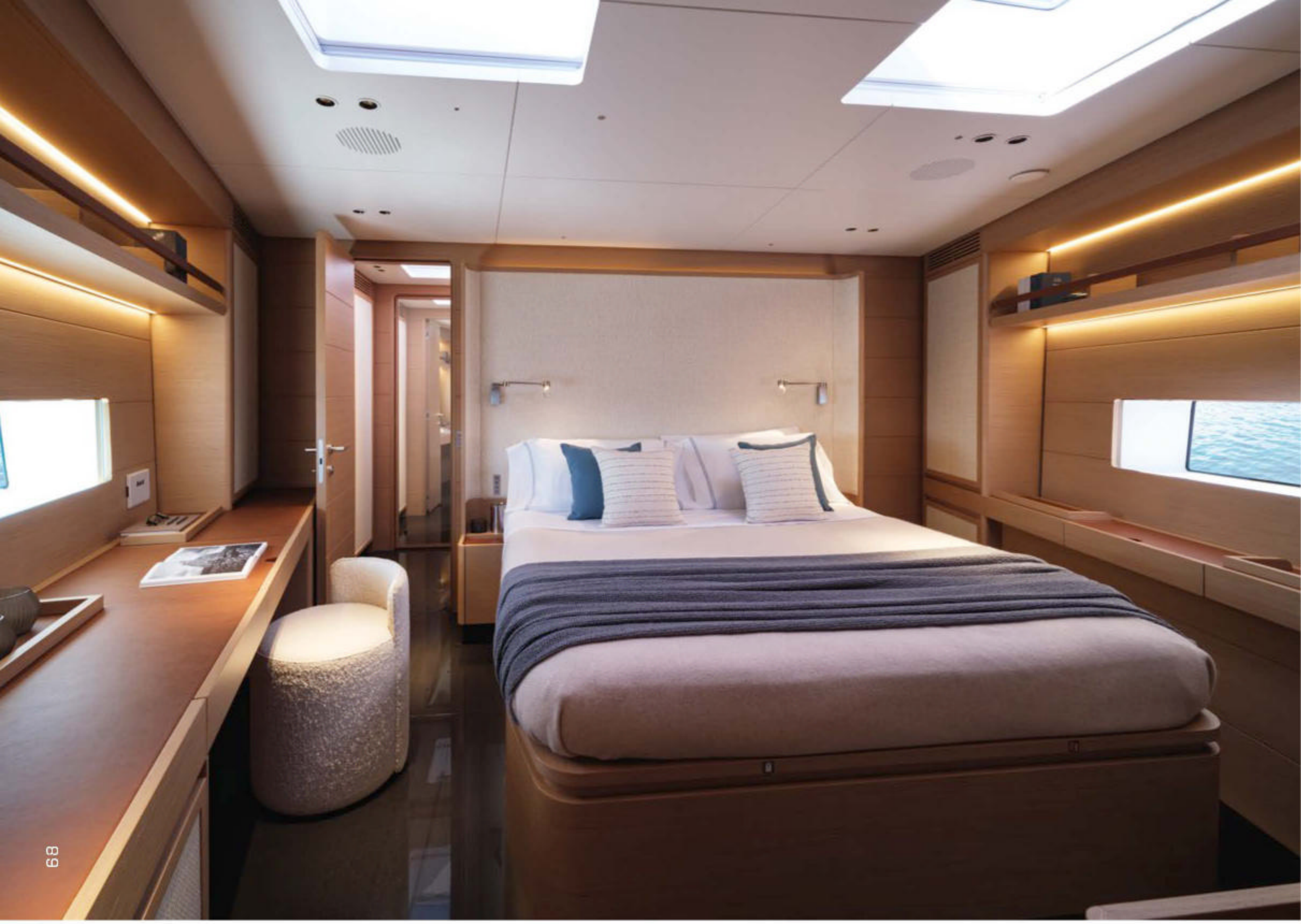


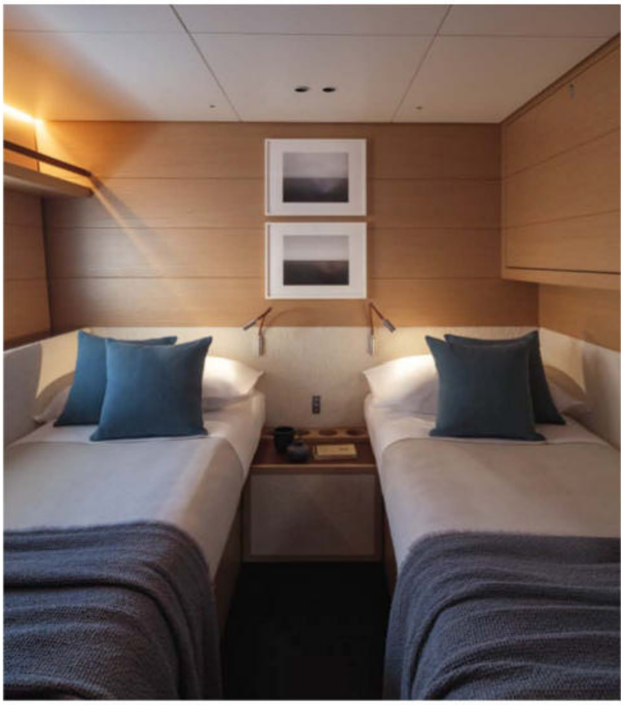
As seen in the owner's cabin (above) and a guest cabin (below), the interior is a study in modern minimalism that puts a priority on comfort. The decor blends textured bouclé fabrics on the chairs and tatami-paper-style headboards with black anti-slip carbon-fiber flooring, while light oak joinery ties the motif together

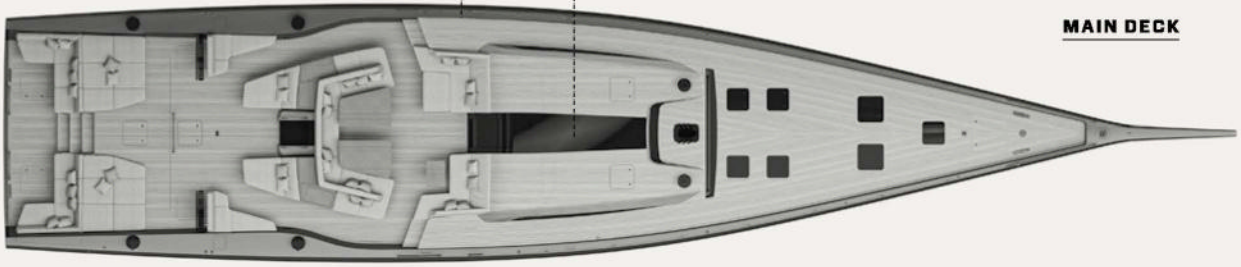
As the owners appreciate their autonomy when on board, they opted to rejig the layout by adding a customized bar area a few steps down from the main salon instead of a TV lounge, as you'd find on many similar-sized sailing boats. The bar allows the owners to retain their independence and help themselves to a coffee or snack without relying on the crew.

Undemanding as her owner and discreet as her "invisible" exterior might be, there is nothing modest about *Galma*'s performance. Like all Wallys, she's built for speed. "*Galma* is probably the most comfortable Wally we've ever built, yet still the boat is very, very fast," Bassani says.

During the summer season, *Galma*'s owners logged nearly 4,000 nautical miles around the Mediterranean, sailing in a wide range of conditions. "Our record was 30 knots of wind north of Menorca with one reef in the main, and we were sailing at 24.8 knots," the owner says proudly. "In light, medium or strong winds, she always performs and has incredible stability. We can be heeling at 40 degrees and it's like going on rails. The feeling I get when I sail on *Galma* is pure racing emotion with total cruising comfort."

Captain Garriga is equally impressed with the yacht's high performance and responsive handling. He is urging the owner to get involved in a regatta or two this coming season, but until then *Galma*'s owner is very content racing against himself. ◻

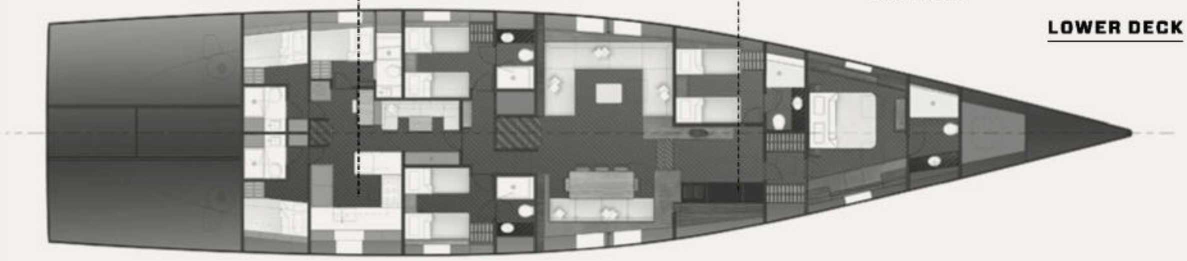




As on all Wallys, lines are hidden under the deck

A skylight extending from the companionway brings plenty of light into the salon

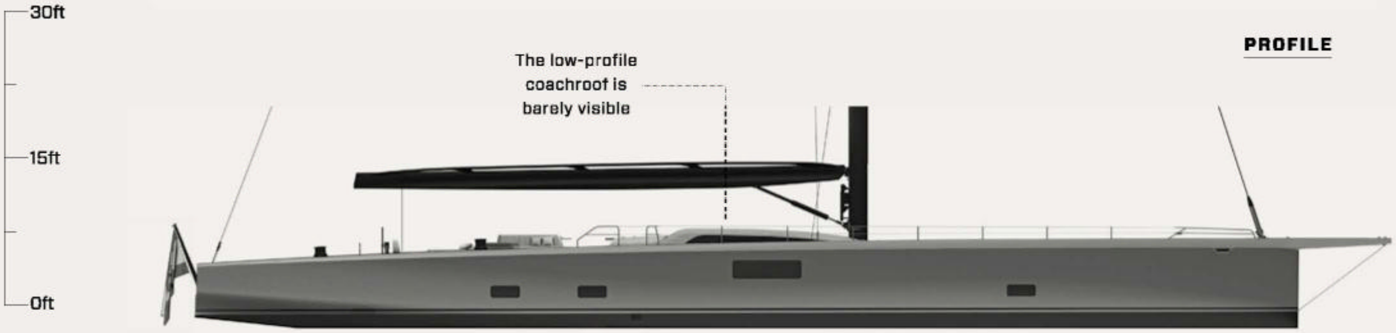
MAIN DECK



The good-sized galley includes an ice machine, water purifier and dishwasher

The owners can make a coffee for themselves at the bar just outside their cabin

LOWER DECK



PROFILE

The low-profile coachroof is barely visible

LOA 109' 8"

LWL 98' 5"

Beam 24' 11"

Draft (keel up/down) 14' 9"/22' 10"

Gross tonnage 115GT

Engine 1 x 425hp Cummins

Generators 2 x 27kw Onan

Sail area 6,975 sq ft upwind; 13,842 sq ft downwind

Mast and boom Hall Spars High Modulus

Rigging Future Fibres ECsix

Fuel capacity 1,215 gallons

Freshwater capacity 660 gallons

Tender wallytender48

Owners/guests 9

Crew 5

Construction Carbon fiber

Certification RINA

Naval architecture judel/vrolijk & co

Exterior and interior design Luca Bassani; Santa Maria Magnolfi

Builder/year Ferretti Group/2024 Ancona, Italy +39 02 83994046 wally.com

BOAT PRO 2

GALMA IS WALLY'S SECOND SAILING YACHT PROJECT SINCE IT JOINED THE FERRETTI GROUP IN 2019

THE BIG REVEAL

As REV Ocean readies for outfitting, *BOAT International* was allowed inside for the first time. *Caroline White* explores the world's largest research vessel/superyacht to find astounding proportions and lofty ambitions to match

When, in 2021, REV Ocean was found to sit too low in the water, her team decided to slice the 600-foot boat in half and add 39 feet to the middle. It's a staggeringly bold solution (designed to increase buoyancy), but one that's characteristic of this project. And, crucially, one that worked.

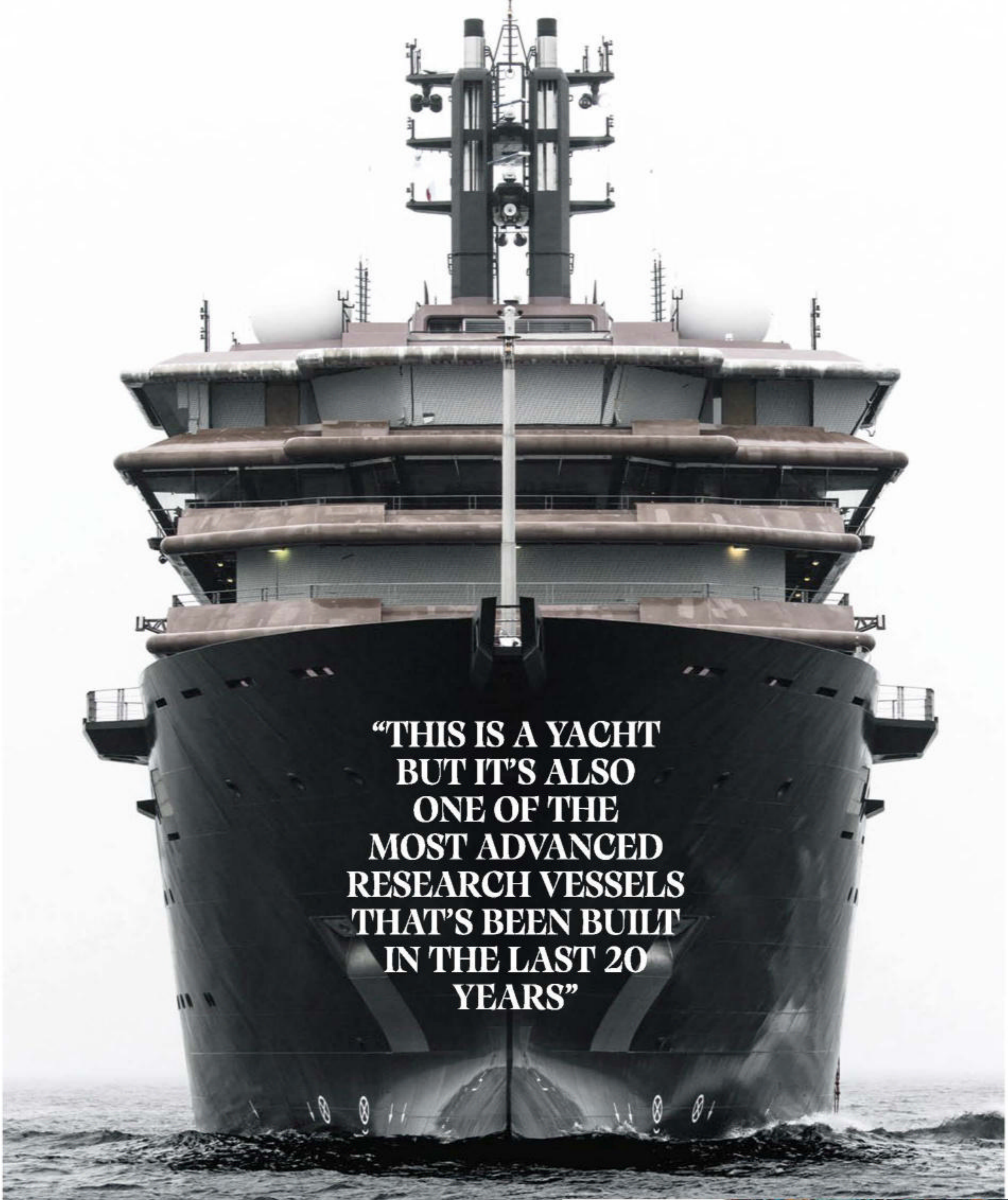
"That's a fairly common way to fix weight problems of ships," Oystein Mikelborg, operational director of REV Ocean, says matter-of-factly, especially when the problem is detected at a fairly late stage, when alternatives would mean costly and complex work shaving weight elsewhere. They did some of that too – although the biggest reduction can hardly be called shaving, as Mikelborg notes: "We removed the top deck and rebuilt it one level lower using aluminum, which resulted in significant weight savings."

On March 5 the vessel left Norway for the Netherlands, where she will undergo outfitting at Damen Shiprepair Vlissingen. Delivery is now due toward the end of 2026, as a 639-foot, 72-foot-beam, eight-deck, Polar Class 6 expedition vessel and superyacht.

REV Ocean is the brainchild of Norwegian billionaire Kjell-Inge Røkke. His vision back in 2016 was a vessel that would carry scientists around the world, with top-notch facilities and the latest technology, to allow them to work on (and even invent) ocean-conserving solutions in situ.

"Our goal is to bring the world together to advance ocean solutions, make scientific discoveries, explore the ocean, show it to the world and get people inspired and engaged to create solutions," Nina Jensen, CEO of REV Ocean, says. They will feed findings back for open-source dissemination on the HUB Ocean data platform, as well those already set up by the UN and other data centers. That's part of the story anyway.

"Seventy-five percent of the time REV will be dedicated to science missions, and 25 percent of the time it will be available



> “THIS IS A YACHT BUT IT’S ALSO ONE OF THE MOST ADVANCED RESEARCH VESSELS THAT’S BEEN BUILT IN THE LAST 20 YEARS”

CEO Nina Jensen and founder Kjell-Inge Røkke

for exclusive use,” says Caroline Boisson, charter manager at Burgess, which will represent the vessel for charter. Røkke has committed to supporting the vessel’s operation under research mode (and is gifting the vessel to the nonprofit REV Ocean company) – scientists won’t pay – but the charter fees will also support the mission. The luxury yacht component is significant, comprising five decks in the forward section of the boat (as well as some guest areas in the aft section), with the significant “expedition zone” sequestered in the back portion. Interior design in guest areas is mainly by H2 Yacht Design; the exterior is largely the work of Espen Øino International. The superyacht-standard guest zone will have 18 cabins, most with floor-to-ceiling windows, attended by 65 crew (in charter mode). There is a 6,600-square-foot owner’s apartment, 3,100-square-foot

PHOTOGRAPHY: GUILLAUME PLISSON; ILJA C HENDEL

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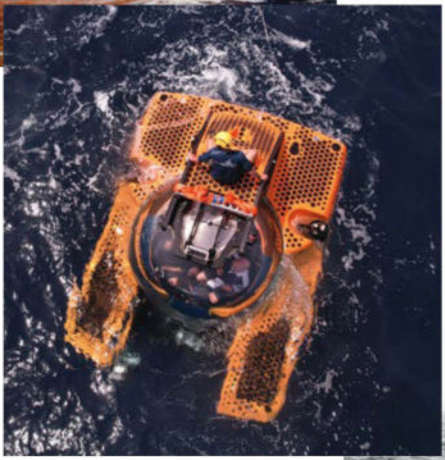


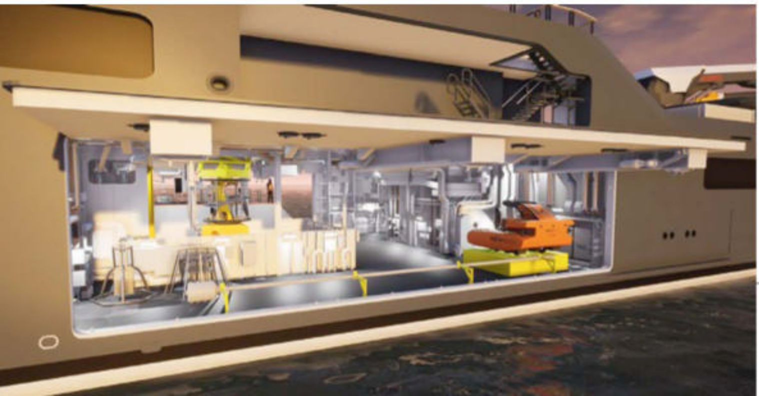
observation deck, a wellness area with indoor and outdoor gyms, two pools and decks connected by a five-deck atrium with glass elevator and dramatic suspended staircase. Since expedition yachting will be the draw for charterers, the optimal number of guests will be around 24, leaving ample capacity for charter-enhancing specialists. “You might want to have a VIP speaker like David Attenborough attending for the whole week; and you will need expedition leaders,” Boisson says, by way of example. The science undertaken during charter voyages will mirror the interests of the guests, but with an arsenal of the latest equipment and the expertise of REV Ocean's team, this won't be play-science. “This is a yacht but it's also one of the most advanced research vessels that's been built in the last 20 years,” Mikelborg says. “So it's not a pretend, feel-good science vessel. It's the real deal.”

Want to take the kids to discover a new species on their summer vacation? With the world's deepest-diving acrylic-sphere sub on board (a Triton 7500/3 that can descend to 7,500 feet) plus a 20,000-foot-deep ROV, it's likely every science mission will yield first encounters. (There is, REV Ocean science director Eva Ramirez-Llodra says, a lot out there to be discovered, and this is the boat for it.)

Expedition company Joro Experiences envisions multiple activities taking place at once. “The grandparents having coffee, watching the parents exploring in the submersibles (from either the control room or the cinema screen in the two-deck, 30-guest auditorium),” Joro co-founder Henry Comyn says. “Meanwhile, maybe we take the children off to go scuba diving or snorkeling.” There's also a top-flight media room planned, with a green screen, LED wall and broadcast studio: “If there are teenagers who are interested in film, they could make a documentary of their trip. Or each evening they could do a news bulletin, beamed to the whole ship about what's been happening today,” Comyn says. The REV Ocean team is already in touch with documentary makers from Netflix, Disney and other big streamers, who will be invited on board when there's space available on a planned itinerary.

Scientists are eagerly awaiting an invitation, too. A panel will select projects based on a set criteria, and all must be focused on finding solutions. “Science is, of course, good in itself but there are a number of other research vessels doing that,” Jensen says. “We want to really turn the science into solutions and make a difference. It's not just about fact finding.”

They will have a wealth of facilities for this. The extension helped. The container deck, which can stow 12 containers of equipment, now features a hatch through which loads can be craned to the lower deck, for easy access from the adjacent



Above: science director Eva Ramirez-Llodra. Top left: Triton's three-person 7500/3 submersible for REV Ocean. Bottom left: the scientific hangar with moon pool and gantry cranes

> “WE WANT TO TURN THE SCIENCE INTO SOLUTIONS AND MAKE A DIFFERENCE. IT’S NOT JUST ABOUT FACT-FINDING”

hangar (which spans decks two and three). When not used for containers, that open main deck space can be set up as a padel court for guests. But it’s the moon pool that is the heart of the boat and critical for its sub-sea operations. The 25- by 16-foot hatch (within the hangar) covers an opening that leads down from deck two, through decks one and zero, and out through another hatch in the underside of the hull, with baffles around it. “If you have five meters (16ft) of sea outside, the sea state in [the moon pool] will be a meter and a half (5ft); it dampens the movement,” Mikelborg says. “So even if you can’t work off the side of the boat, you can still [launch and recover the sub and ROV] in here.”

The tech throughout this boat is cutting edge, even evolving. The team is looking into installing hologram tech in the auditorium to beam in guest speakers, and is finalizing the Scantrol Deep Vision AI-driven digital species identification system for the already functional vacuum trawling set-up for sample collection: you pre-program it to collect only the species you want, which are then delivered directly to wet labs below (there are nine sophisticated labs on board).

But perhaps the most exciting aspect of REV’s operation will be the synthesis of its scientific and charter operations – with a chance for kismet. “The charterer, perhaps they are working in a tech field, they might have a factory in America, they have maybe designed something that could be useful toward (a scientific goal). Perhaps Eva and her team started to think of (a solution), but they’re missing a piece of the puzzle,” Boisson says. While it’s impossible to predict when a charterer will bring that piece to the voyage, with REV set to attract the scientifically minded and curious, it seems likely some magic will be made. ◻

REV OCEAN IN NUMBERS

3,773,000

FEET of cable, weighing 243 tons

19,235

GROSS TONS of volume

180

PIECES OF ART by Norwegian artists will adorn guest areas (curated by Røkke and related to the sea, nature and ocean conservation)

44

TONS of batteries

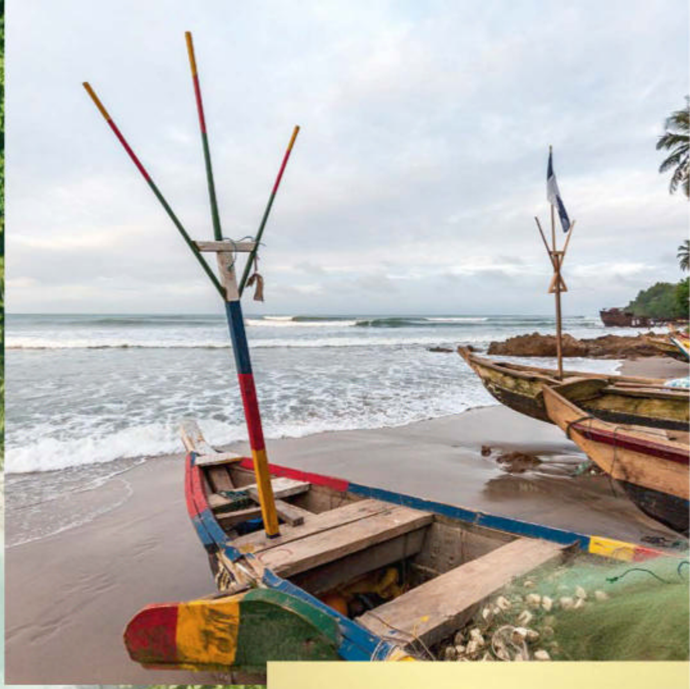
7

ELEVATORS on board, including two for guests

2

HELIPADS, plus a hangar for an Airbus H145

PHOTOGRAPHY: GUILLAUME PLISSON



2025

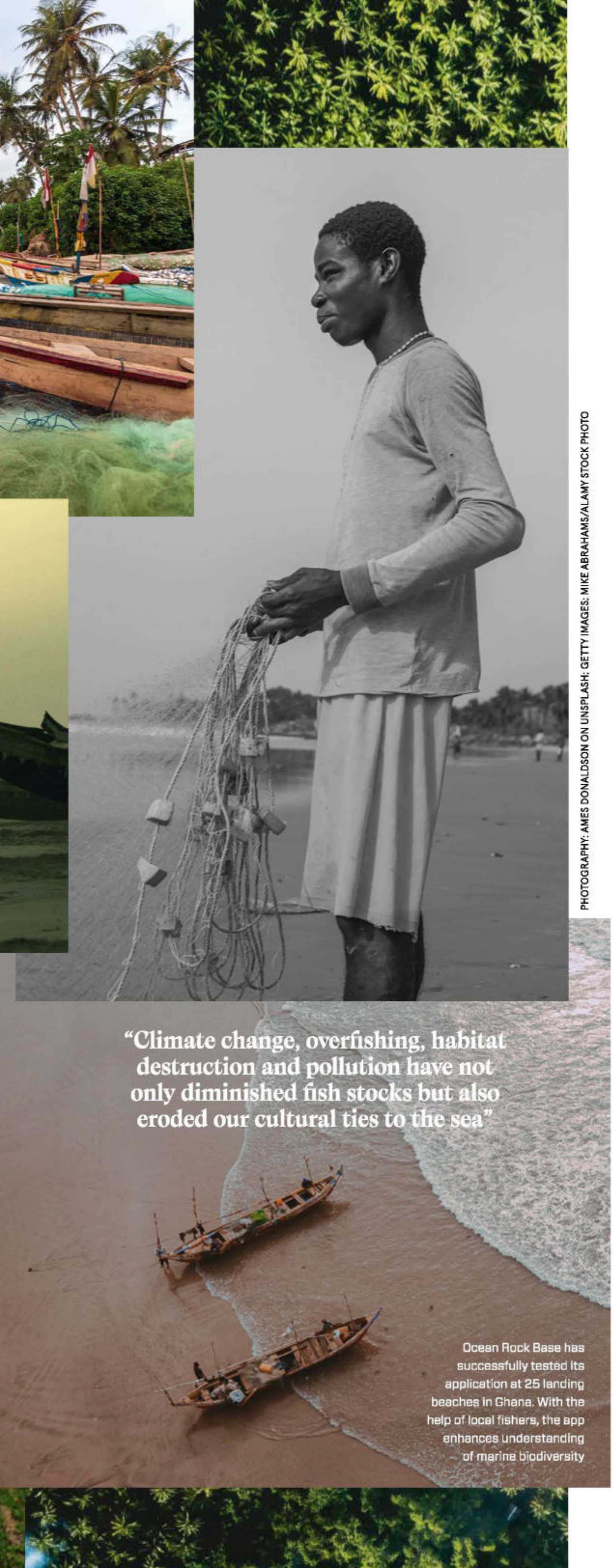
The OCEAN AWARDS

The winners

The Ocean Awards, held in partnership with Nekton and in association with Kensington Yachts, return for their 10th edition to recognize the individuals, groups and organizations whose initiatives help restore the health of our oceans. Discover the 2025 honorees...

By Claire Wrathall

Our heartfelt thanks to the Blue Marine Foundation, our Ocean Awards founding partner, who remain part of our esteemed judging panel



"Climate change, overfishing, habitat destruction and pollution have not only diminished fish stocks but also eroded our cultural ties to the sea"

Ocean Rock Base has successfully tested its application at 25 landing beaches in Ghana. With the help of local fishers, the app enhances understanding of marine biodiversity

PHOTOGRAPHY: AMES DONALDSON ON UNSPLASH; GETTY IMAGES: MIKE ABRAHAMS/ALAMY STOCK PHOTO

Local Hero Award

Recognizes an individual, grassroots or community-based group whose campaigning, innovation or conservation work makes a positive impact where they live

WINNER

PETER TEYE BUSUMPRAH

CEO OF OCEAN ROCK BASE, FOR HIS PIONEERING WORK IN GATHERING OCEAN DATA IN ACCRA, GHANA

Who is he?

Oceanographer and environmental advocate Peter Teye Busumprah (who studied fisheries science at the University of Ghana) founded the innovation-driven, knowledge-based environmental NGO Ocean Rock Base in 2024 to "change humanity's relationship with the ocean."

What ignited your interest in the oceans?

Growing up in Ada, on Ghana's southeast coast, he had an early appreciation "for marine life and the vital role the oceans play in keeping humans in good condition," he says. The impact of overfishing sparked his interest in the "conservation of our aquatic resources."

What came first: concern for the fishers or the fish?

"As a fisherman, I realized there was an urgent need to address the unsustainable practices that threaten our oceans and the livelihoods of my community," he says. "Climate change, overfishing, habitat destruction and pollution have not only diminished fish stocks but also eroded our cultural ties to the sea."

So what's the solution?

Solutions depend on detailed knowledge, he says, and so Ocean Rock Base works with local fishers to create "a data repository for different fish species."

"By understanding the biodiversity of our waters, we can create responsible fishing practices that not only support our livelihoods, but also keep the ocean in good health for future generations."

>>

Left: Ocean Rock Base's team at the Prampram mangrove restoration project

How do local fishers collate the data they collect?

Ocean Rock Base developed an application that allows fishers' phones to use GPS technology to record catch location, habitat, species size and the duration of fishing trips. Specific data includes the vessel's capacity, "method of capture, binomial classification of species and sea conditions, providing a comprehensive dataset that enhances understanding of marine biodiversity."

The application also records indigenous names and ecological observations. "By mapping blue-carbon biodiversity, it aids in the conservation efforts crucial for climate change mitigation," he adds. It also encourages data sharing, promotes ocean conservation awareness and keeps fishermen aware of marine protection areas. It's also a blueprint for similar initiatives across West Africa.

Where is it being used?

"We've successfully tested the application at 25 landing beaches in Ghana," he says, adding that the project has additionally been implemented in Cameroon (in collaboration with One Green Africa); Nigeria (with Nature Cares Resources Centre); and Sudan. It's also been trialed in Madagascar and Tunisia.

What are the ambitions for the future?

"To promote citizen science in the hope of discovering new marine species in Ghana; to create a digital fisheries atlas for the West African Coastal region; to create MPAs; to create an interactive digital map of blue-carbon ecosystems in near-shore waters off West Africa."

In short, "To make an impact!"

"By understanding the biodiversity of our waters, we can create responsible fishing practices that not only support our livelihoods, but also keep the ocean in good health for future generations"

Norway's Prince Haakon (above) is one of the volunteers at Tarevoktere, which is working to restore kelp forests by removing sea urchins (left)

"Without the kelp, you don't really have an ecosystem"

RUNNER-UP

TAREVOKTERE

FOR THE PROTECTION OF KELP FORESTS IN NORWAY

PHOTOGRAPHY: JAMES DONALDSON ON UNSPLASH; DAVID GONZALEZ; GETTY IMAGES; LIV ANETTE LUANE/DET KONGELEGE HOFFET

What's the issue they've been fighting?

Every year, kelp forests capture about 4.9 million tons of carbon dioxide from seawater, making them one of the world's most important carbon sinks. But the kelp forests off the north Norwegian coast, especially around Tromsø, Harstad and the Lofoten Islands are under attack from sea urchins. "Kelp forests are very productive ecosystems that are a hotspot for marine biodiversity," says Ida Søhol, cofounder of Tarevoktere, a volunteer-led restoration initiative. "They serve as the nursery and feeding ground for so many organisms. Without the kelp, you don't really have an ecosystem."

Why are sea urchins a problem?

"Scientists believe that overfishing of predators back in the 1970s and 80s led to a huge expansion in their numbers," she says, and they are eating the kelp, accounting for roughly 9,000 miles of barren coastline.

So what can be done?

Using "proper scientific oversight," the organization harvests sea urchins and finds alternative use for them, "for example, culinary urchin ranching." By feeding them and growing their roe in a controlled environment, sea urchins can be sold as food.

And the aim?

To bring the urchin population down from 30-plus to fewer than two per square meter to allow the kelp forests to recover.

How far are they from realizing that goal?

So far more than 32,000 square feet of kelp forest has been restored.

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> "Each trip we run keeps two shark-fishing vessels out of the water for a month, saving more than 60 sharks"

Innovation Award

Recognizes an individual, company or nonprofit that has successfully developed or introduced scientific, technological or social innovative measures that will reduce stress on the oceans

As part of Project Hiu, crew of former shark fishing boats have turned their efforts to ecotourism to replace income they would have earned catching sharks

PHOTOGRAPHY: PROJECT HIU

WINNER

PROJECT HIU

FOR ITS WORK IN SHARK CONSERVATION IN LOMBOK, INDONESIA

What distinguishes it?
It proposes to protect sharks by providing work to shark fishers.

How did it start?
In 2018, Australian film-maker Madison Stewart, then 23, came to Lombok, Indonesia, to work on a documentary exposing the shark trade "and the men at its heart." She was horrified by what she saw in the Lombok shark market: dozens of carcasses of hammerhead, bull, silky, thresher, tiger sharks and rays lying on the floor. "This wasn't my first time seeing shark carcasses," she says. "But it was the first time I had seen men whose next meal depended on them."

Getting them to stop was going to be a challenge. Shark fishers depended on Indonesia's leading position as an exporter of shark fins for their livelihood. As one of them said, "We come back when the boat is full of fins, or when we run out of cigarettes. These days we always run out of cigarettes first."

Knowing that about two million tourists, many of them Australian, visit Lombok each year, Stewart's solution was to set up a sustainable ecotourism venture, Project Hiu, named after the Indonesian word for shark, as an alternative for the fishermen.

And what does it do?
Aside from opportunities to meet the fishing communities and see the shark market, it offers free-diving courses, day trips and six-night itineraries for up to eight adults (from about $1,500 per person) to explore the islands and their waters, using six former shark boats and their crew (who formerly caught hundreds of sharks a year). Profits go to the fishers to replace the income they would otherwise derive from catching sharks.

Has it made a difference to the local shark population?
"Each trip we run keeps two shark-fishing vessels out of the water for a month, saving more than 60 sharks," she says. In 2024, Project Hiu contracted eight more boats and prevented 36 shark-fishing expeditions, saving more than 2,000 sharks. They also tagged eight sharks, including a 10-foot tiger shark they named Raisa, who traveled 8,700 miles until she was caught and killed, but her death revealed what Stewart calls "a significant hotspot for tiger sharks." Contingencies have been put in place to deter fishing there.

So there's an important research element too?
Project Hiu has contributed to several papers, notably on great white sharks in Indonesia, and is working on publishing its own findings.

And a community element?
Project Hiu employs 60 ex-fishers year-round, and it also sponsors students from local communities.

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Science Award

In recognition of a significant contribution made to the understanding of an aspect of marine conservation or ocean health

WINNER

SANDRA BESSUDO

FOUNDER AND EXECUTIVE DIRECTOR OF FUNDACIÓN MALPELO IN COLOMBIA, FOR HER EFFORTS TO SECURE A NO-FISHING ZONE AROUND THE NAVEGADOR SEAMOUNT

Who is she?

"Water is my second home," says naturalist, environmentalist and professional diver Sandra Bessudo, the judges' unanimous choice for this year's Science Award. Born in Bogotá, Colombia, to a Belgian mother and a French father, she has dedicated much of her life to protecting the Malpelo Fauna and Flora Sanctuary surrounding Malpelo Island and its 11 islets, 300 miles from the Colombian port of Buenaventura.

Tell us about Malpelo

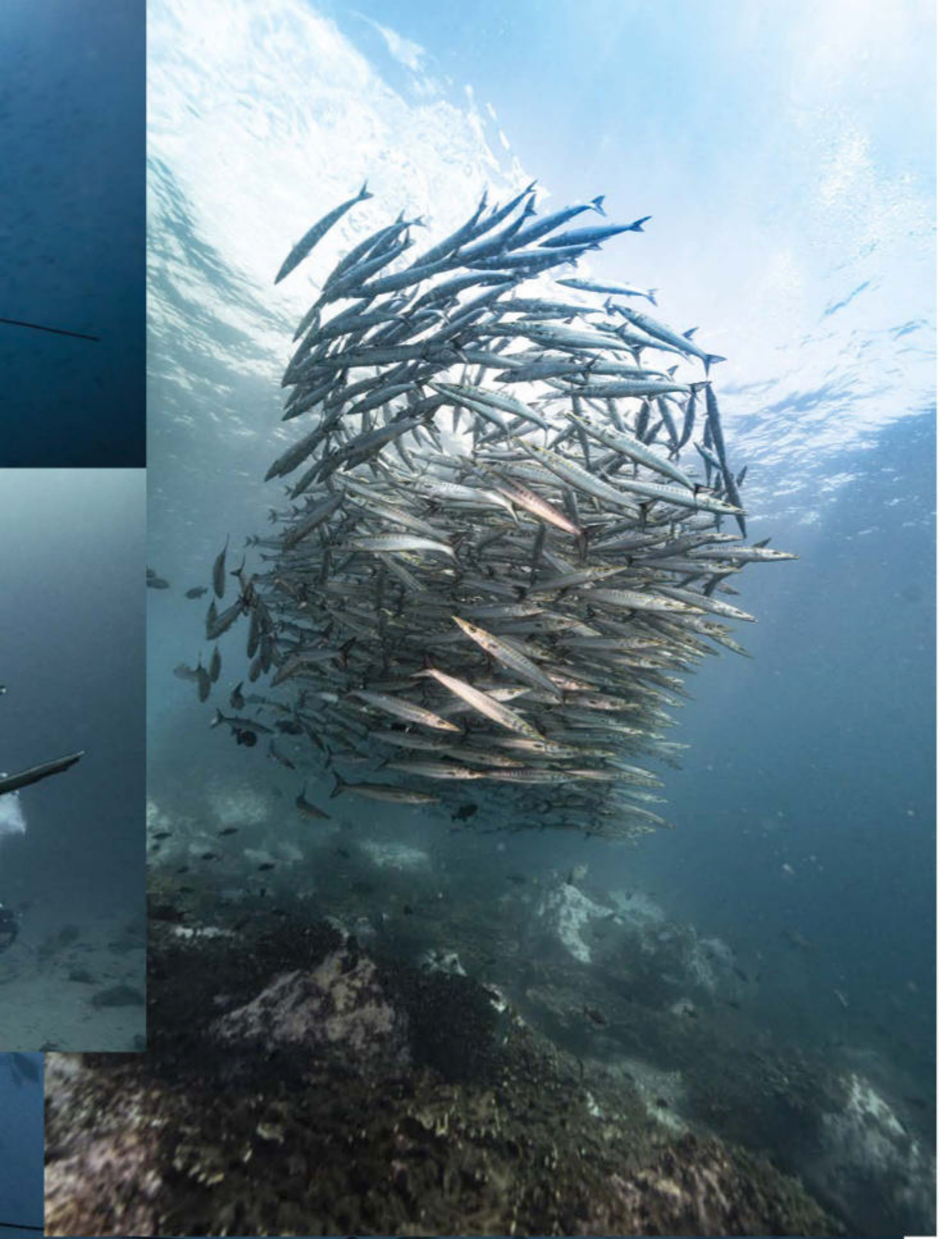
"When I started visiting Malpelo [in 1987], I realized its great richness, but also its vulnerability," she says. "The ravages of industrial fishing and finning were terrifying." Her first major achievement was to secure its designation as a Marine Protected Area in 1995. Four years later she set up the Malpelo Foundation to push for an expansion of the MPA, and in 2006, UNESCO declared the sanctuary a Natural World Heritage Site. Today, it is also one of Colombia's best diving sites, thanks to the ecotourism programs Bessudo has promoted worldwide.

More recently, her work has focused on the Navegador Seamount, a deep-sea mountain within the Yuruparí-Malpelo National Integrated Management District (DNMI). In collaboration with Colombia's National Natural Parks and fisheries authorities, she is working to secure a no-take zone to protect key species and mitigate by-catch.

Why is this important?

Seamounts tend to attract a rich biodiversity. The movement patterns of

Below left: Sandra Bessudo, founder of the Malpelo Foundation, which is working on a 20 x 20nm no-take zone around a vital ecosystem for critically endangered species



marine currents around them create a kind of syringe-like suction mechanism that draws nutrients from richer, colder and deeper waters to the surface, which supports the food chain from zooplankton to fish and their predators.

"It's very common in Malpelo to find barracudas and schools of [all sorts of] sharks," she says. "Hammerhead, silky, smalltooth sand tiger and whale, as well as manta rays and turtles." Using baited cameras during a 660-foot-deep dive on the seamount, researchers identified a school of 70 endangered hammerheads, suggesting the seamount is a vital ecosystem crucial to them for fishing, communicating and navigating, yet the area remains open to fishing.

How will the no-take zone be enforced?

"The goal is to combat illegal fishing by working with the national fishing sector," she says, "and by working with institutions to control and monitor the area, tracking industrial vessels using VMS (vessel monitoring system) and AIS devices, as well as satellites." Ultimately, success depends on cooperation between policymakers and fishermen, but she is optimistic that better awareness of the need for healthy ecosystems is gaining ground among the fishing community. "We've been working with them on that. We fund projects to support them and can pay those who support us by giving us information."

Is the goal in sight?

The Malpelo Fauna and Flora Sanctuary is fully protected, but the Yuruparí Malpelo National Park requires a management plan for a 20- by 20-nautical-mile no-take zone around Mount Navegador, which she says is in the works. However, thanks to the Malpelo Foundation and Bessudo's leadership, and her distinguished record working with legislators at all levels, the signs are promising, and opposition is expected to be minimal. There is no doubting her conviction. "Protecting the oceans and the biodiversity they harbor is my mission."

"Protecting the oceans and the biodiversity they harbor is my mission"

PHOTOGRAPHY: ROLEX/CAMILO DIAZ

>>

Ocean Education Award

Recognizes an individual, group or organization that has made outstanding contributions to educating others about marine science or conservation

WINNER

ENCOUNTER EDU

LONDON

Who's behind it?

Originally a teacher at a community school in Essex in the UK, Jamie Buchanan-Dunlop founded Encounter Edu in a bid to raise global awareness and develop new ways to connect young people with their changing world.

What is its mission?

Make education "relevant, fun and important," with "classroom encounters" with amazing people and places. "While our virtual live lessons are our flagship program, everything we do is about connecting the classroom with the world," he says.

And how does it do that?

"We take important global topics and [make them] accessible by creating bespoke education programs to engage and inspire students through a combination of live video links, classroom resources, videos and VR content," he says. "We've worked with projects from the Arctic to coral reefs. Connecting children directly to explorers and scientists can transform education both inside and outside the classroom."

That's a big undertaking...

The organization works with more than 100 researchers from 50-plus institutions and initiatives, including the Catlin Arctic Survey, Common Seas, Ocean Census and the Convex Seascape Survey. Encounter Edu has now created one of the largest libraries of ocean education resources, spanning 177 curriculum-aligned lessons, as well as teacher training. It has also worked to embed ocean literacy in the National Curriculum in England.

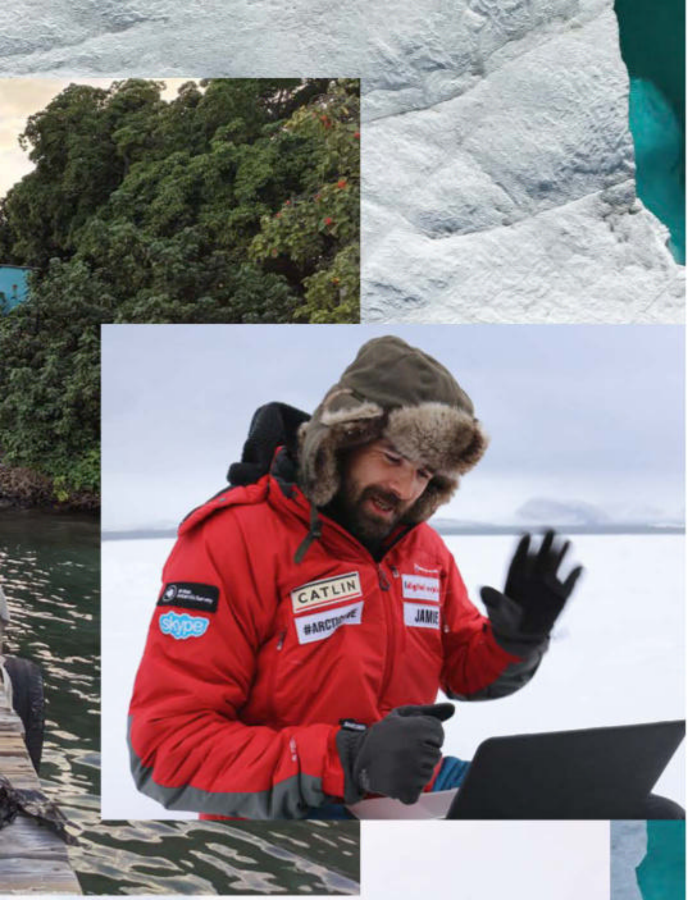
How far is its reach?

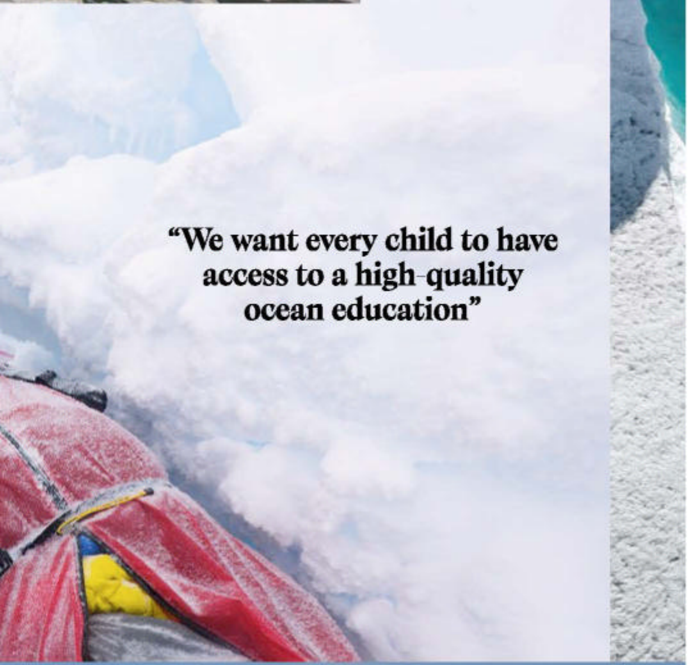
"Very far! To date, we've reached more than 18.5 million students in 80 countries, both at primary and secondary levels." Plus, as co-author of UNESCO's Blue Curriculum Toolkit, Encounter Edu is influencing global marine education policy.

What's the endgame?

"We want every child to have access to a high-quality ocean education, which means supporting teachers with resources, training and opportunities, as well as working with curriculum-makers," Buchanan-Dunlop says. "We've made a good start, but it's vital that we work to create new generations of ocean-literate advocates, who can tackle the challenges of climate change, biodiversity loss and pollution."

Right: Jamie Buchanan-Dunlop, founder of Encounter Edu, which connects scientists and explorers all over the world with students in classrooms (left)





“We want every child to have access to a high-quality ocean education”

Encounter Edu
JAMIE
OCEANS EDUCATION

PHOTOGRAPHY: ENCOUNTER EDU; ANNIE SPRATT ON UNSPLASH; MARTIN HARTLEY

RUNNER-UP

YOUNG ENVIRONMENTALISTS PROGRAMME TRUST

FOR OCEAN LITERACY IN CURRICULUM IN MUMBAI

Who’s behind it?
Elsie Gabriel, an environmentalist and certified diver based in Mumbai, India, was inspired to set up the program after cyclonic rain and flooding damaged the city’s infrastructure in 2005.

What is it?
The NGO’s mission is to educate young adults and students about climate change and ocean conservation in coastal regions and inland. Aimed at students and teachers, its educational programs blend science with local knowledge, offering experiences in the field and online.

What is it doing to raise awareness in schools?
Over the past two decades, its remit has grown exponentially. “We’ve worked in several schools in Mumbai, where [despite its coastal location] many students have never seen the ocean,” Gabriel says. “By bringing the ocean into classrooms, we’re inspiring the next generation of ocean stewards.”

Among its achievements in 2024 was the publication of its Ocean Literacy Book. Endorsed by the government of Maharashtra, it is now part of the school curriculum, but it speaks to adults too.

“I also work with citizen scientists like scuba divers and surfers in small island communities such as Lakshadweep, Havelock, Sri Lanka, the Philippines, Kerala, Goa and the Maldives, empowering them to become ocean literacy ambassadors,” she says. “They intimately understand their marine biodiversity backyard so can play a crucial role in conservation by documenting changes, advocating for sustainable practices and engaging local communities in protecting their waters.”

The NGO also raises awareness of career opportunities for women in marine conservation, and it has a program that teaches people with disabilities to dive and trains able-bodied divers to rescue people with special needs during natural disasters.

>>

Judges' Special Award for Social Impact

WINNER

SEAWEED SOCIAL BUSINESS

FOR ENCOURAGING THE COMMERCIAL CULTIVATION
OF CAULERPA ON LAND IN SATUN, THAILAND

Is seaweed farming a growing commercial activity in Thailand?
Local fishermen and farmers are increasingly cultivating it as a means of generating year-round income.

What makes this project award-worthy?
This is a community-driven model that promotes the cultivation of Caulerpa, a genus of edible seaweed rich in antioxidants that's now used in the treatment of several health conditions, including cancers; it also creates employment opportunities for low-income women and deters the harvesting of once-abundant wild Caulerpa.

Who's behind it?
It's an initiative from the Yunus Foundation, a nonprofit organization co-founded by Muhammad Yunus, a pioneer of the microfinance and social business movement (and winner of the Nobel Peace Prize) and the man who set up Grameen Bank.

And what is its aim?
Its primary mission "is to create a sustainable social business that helps reduce poverty in coastal communities, says Cassandra Dewi Sariganon, the Yunus Foundation's Seaweed Social Business lead. "We've partnered with women entrepreneurs, providing them with training in seaweed cultivation, marketing and sales. We also help them access government funds and resources to grow their businesses. The key is that we're giving them a way to adapt to climate challenges and support their families, all while boosting the local economy sustainably."

What's in it for the oceans?
Unlike most commercial seaweed farming, "the cultivation of Caulerpa in this project takes place on land, through a controlled system that eliminates the need for traditional ocean-based seaweed farming," she says. This approach is essential because "rising ocean temperatures and erratic rainfall patterns have led to the decline of [wild] Caulerpa in its natural habitat," and "coastal pollution, driven by improper environmental practices and the impact of chemical jellyfish farms, has compromised water quality." Furthermore, "the Caulerpa that once grew along canals has become increasingly scarce, making this initiative crucial for the preservation of biodiversity." Finally, it is a model applicable to the protection of other coastal communities. □

PHOTOGRAPHY: FATIMA TUJ JOHORA/BLOOMBERG VIA GETTY IMAGES; GETTY IMAGES; ARTESUB/ALAMY STOCK PHOTO

"We're giving them a way to adapt to climate challenges and support their families, all while boosting the local economy sustainably"

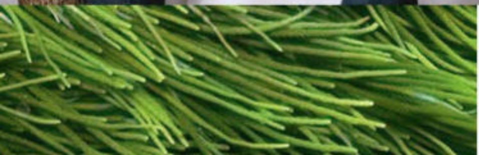
The Seaweed Social Business project is an initiative from the Yunus Foundation, set up by Muhammad Yunus, Bangladeshi economist, businessman and politician (below)

THE JUDGES

Georgie Ainslie
Entrepreneur and sports broadcaster
Charles Clover
Co-founder, Blue Marine Foundation
Madelaine L Emberson
Director of social impact, Navigatr Group
Hugh Fearnley-Whittingstall
Writer, broadcaster and campaigner
Aino-Leena Grapin
CEO, Winch Design
Nina Jensen
CEO, REV Ocean
Peter Lürssen
CEO, Lürssen
Frederikke Magnussen
Co-founder, A Plastic Planet
Lucy Woodall
Principal scientist, Nekton

Co-chairs:
Sacha Bonsor
Editor-at-large, *BOAT International*
Oliver Steeds OBE
Chief executive and founder, Nekton

BOAT
NEKTON
KENSINGTON YACHTS



Full stretch

The WiderCat 92 *Acali* shows Italian builder Wider hasn't lost its appetite for innovation, says *Kevin Koenig*

The WiderCat 92 features the builder's hybrid propulsion system with electric motors, variable-speed generators and lithium-ion phosphate batteries

WiderCat 92
LOA 92'
Beam 39' 4"
Draft 6' 3"
Guests/crew 10/4
Top speed 12 knots
Range 1,700nm at 6 knots
Electric motors 2 x 500kW
Danfoss Editron PM Motor

PHOTOGRAPHY: MOOWE

W

Wider has always defined itself by its, well, width. From the beginning, when it launched the avant-garde Wider 42 back in 2011, the builder has shown an obsession with maximizing deck space. That boat, if you'll recall, was among the first to have expanding terraces on its aft deck. Wider has now taken that idea and pushed it to a logical conclusion – its first-ever catamaran, the WiderCat 92. Hull No 1, named *Acali*, splashed in January 2024 and was delivered to her owners in May of that year, before her official debut at the 2024 Cannes Yachting Festival.

Wider enlisted veteran Milan-based designer Luca Dini to do the interior and exterior, and he did not hold back. The lines of the WiderCat will not leave the eye bored. High bulwarks and an imposingly tall flybridge give the yacht a look of solidity and a coiled musculature that is immediately noticeable. A raked bow portion peels back into a zigzagging sheer line that is mimicked by the flybridge lines.

"The aim behind the design of the WiderCat 92 was to create a catamaran that externally conveys the lines

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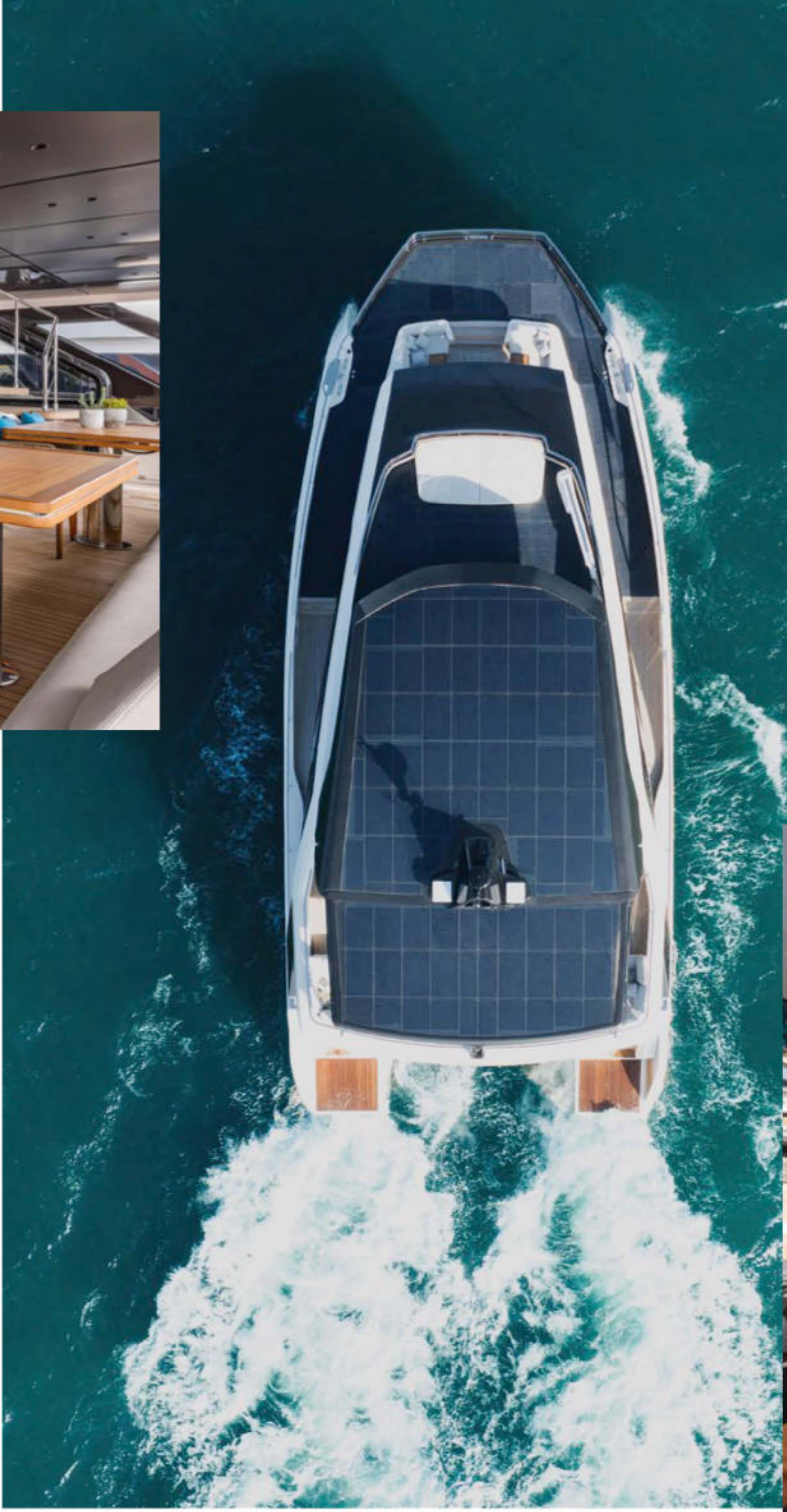


> “WE WANTED TO MOVE AWAY FROM THE TRADITIONAL, UTILITARIAN LOOK OF MANY CATAMARANS AND OFFER A YACHT THAT FEELS GRACEFUL AND CONTEMPORARY”

and elegance of a refined yacht while integrating innovative solutions and a strong sense of balance,” Dini says of his creation. “We wanted to move away from the traditional, utilitarian look of many catamarans and instead offer a silhouette that embodies beauty, dynamism and harmony – a yacht that feels light, graceful and contemporary.”

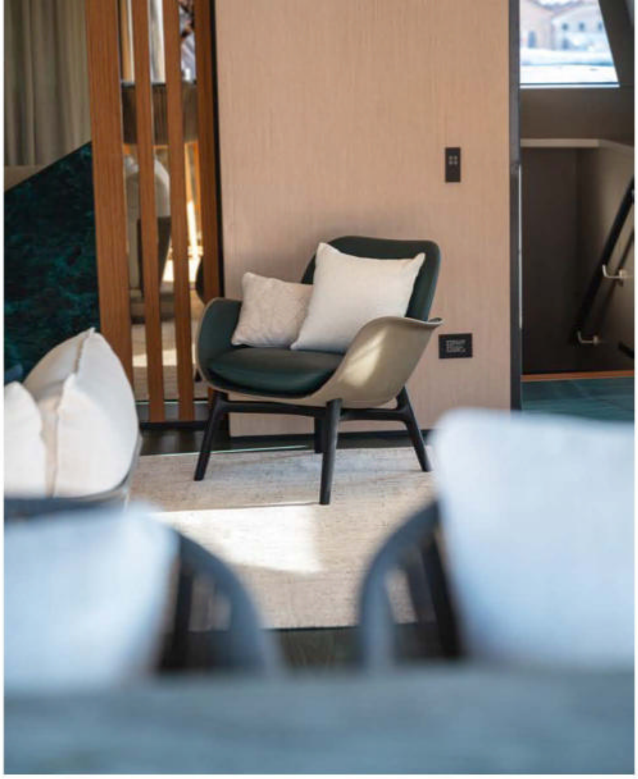
The onboard space, however, was not sacrificed for aesthetics. As if the catamaran’s 39-foot beam was not enough, the flip-down terraces forward of the beach club increase the vessel’s entertainment area beyond what any 92-foot boat should rightly be able to claim. It is huge, which has made it attractive to owners sizing down out of bigger boats.

“So far all of the clients that have chosen this boat have come from larger yachts,” says Marcello Maggi, president of W-Fin Sarl, the holding company that owns Wider. “The main challenge for the WiderCat 92 was to bring the content and comfort of a superyacht to a boat under 24 meters (load line length – roughly 79 feet). By carefully studying the segment, we understood that there was an interesting gap to fill in this sense.” This threshold makes it subject to fewer international rules concerning crew, operations and navigation (with cost benefits as well).

While the cat is just 92ft LOA, a 39ft beam allows for large living areas with room for wide side decks outside. Top left: the upper aft deck is the spot for outdoor meals

The yacht’s interior is as eye-catching as her outer shell. The area where the vessel’s beam is perhaps most evident is in a spacious salon that combines a dining table amidships and a seating area to starboard. The space is replete with asymmetrical shapes repeated in patterns on the sole and on some of the walls, lending it a 70s-chic look, to my eye. The forward owner’s suite on the main deck is a high point for *Acali*, as it takes full advantage of the beam and has a sliding glass door forward that leads to an al fresco owner’s terrace. The combination of interior and exterior spaces within the

PHOTOGRAPHY: GIOVANNI MALGARINI; MOOWE



Main picture: solar panels covering 1,600 sq ft help with energy self sufficiency at anchor. Bottom: the owner's cabin takes up almost half of the main-deck space, yet the salon (below left) is still quite generous

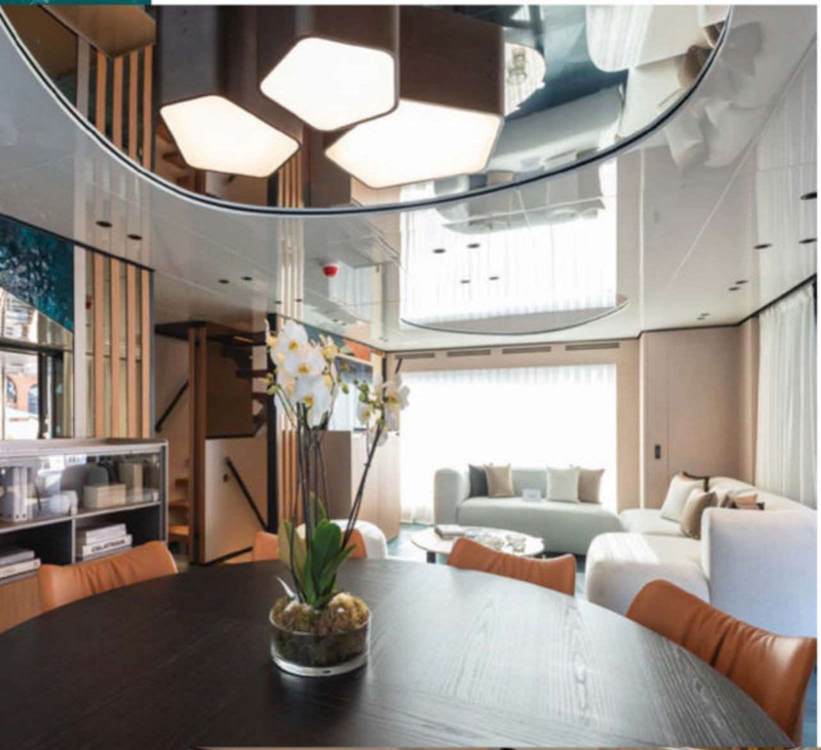
generous beam, makes the cabin feel like it belongs on a 145-foot-plus monohull.

The yacht has three guest cabins on the lower level. Mirroring VIP cabins aft share cool little details such as leather wraps around the bendable reading lights on the headboards, but the real star of the show is the private access through a watertight door that leads to the fold-out terraces and the beach club. Imagine waking up in the morning and sliding out directly onto a paddleboard in some paradisiacal cove.

When the time comes to find a new cove to play in, the captain drives the Wider from a bridge with a reverse-raked windshield and good lines of sight. The yacht has a diesel-electric hybrid propulsion system with twin electric motors delivering 500kW each to the thrusters. There are also two 357kW generators at play and an advanced battery management system that helps improve the overall efficiency.

Acali can also cruise in ZEM (zero-emissions mode) for 24 nautical miles at six knots and run on battery power alone at anchor for more than half a day. Underway the yacht has a top speed of 12 knots, with a fast cruise of 10 knots and a 1,000-nautical-mile range at eight knots – enough, theoretically, to get from Monaco to Mykonos without refueling.

The WiderCat 92 combines forward-thinking tech with sharp design and a degree of livability that is hard to match at this length. Catamaran lovers, or even monohull diehards looking for something new, should approach this boat with a mind wide open. ◘



BOAT PRO

5

NUMBER OF WIDERCAT 92S IN BUILD OR ALREADY LAUNCHED OR DELIVERED

CLASSICAL JAZZ

The retro-inspired exterior of *Far Niente* belies her modern attributes and contemporary interior. *Risa Merl* steps on board this modern classic marvel

PHOTOGRAPHY Steve Turvey;
Kerem Sanliman (this page)

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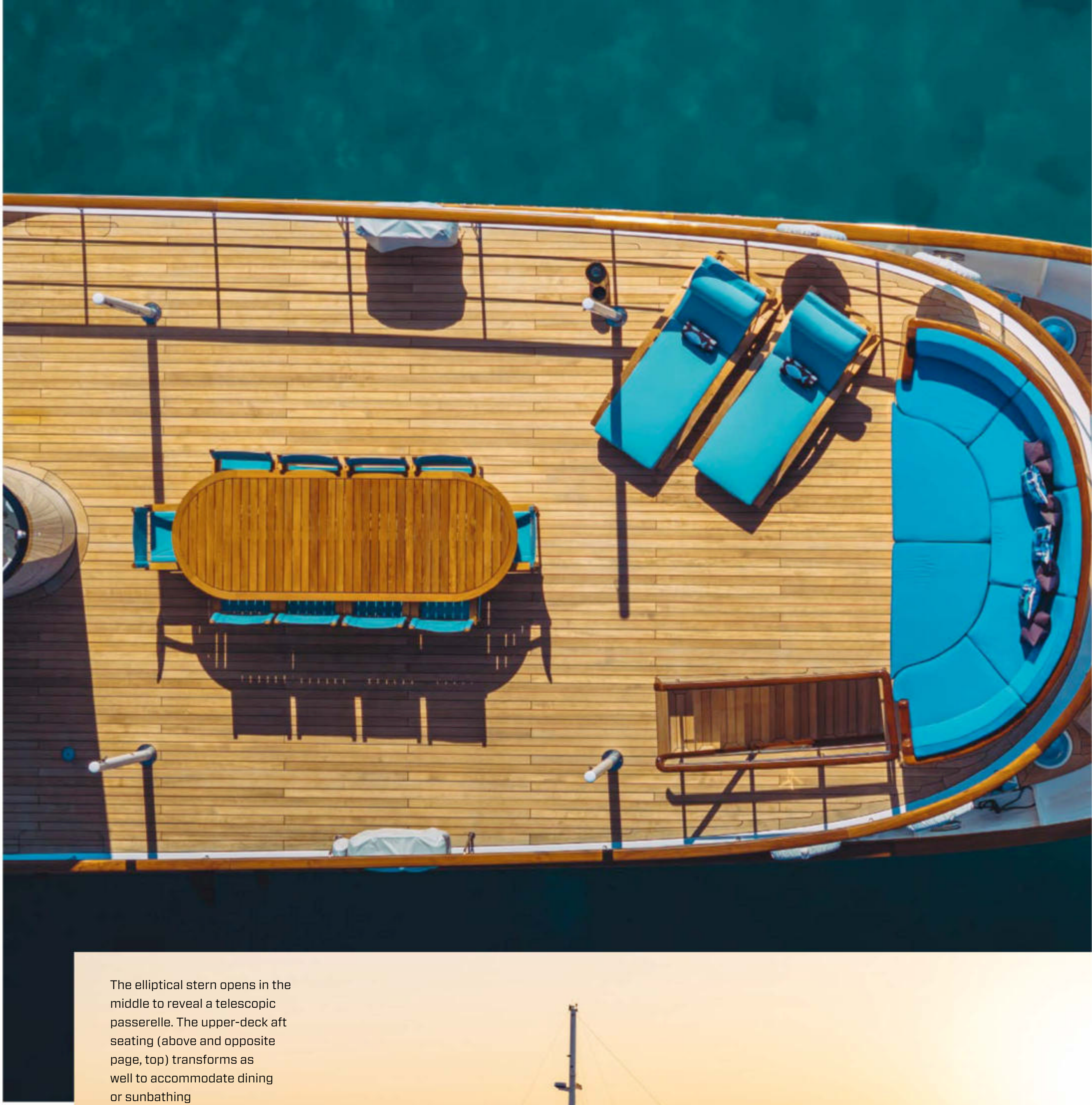
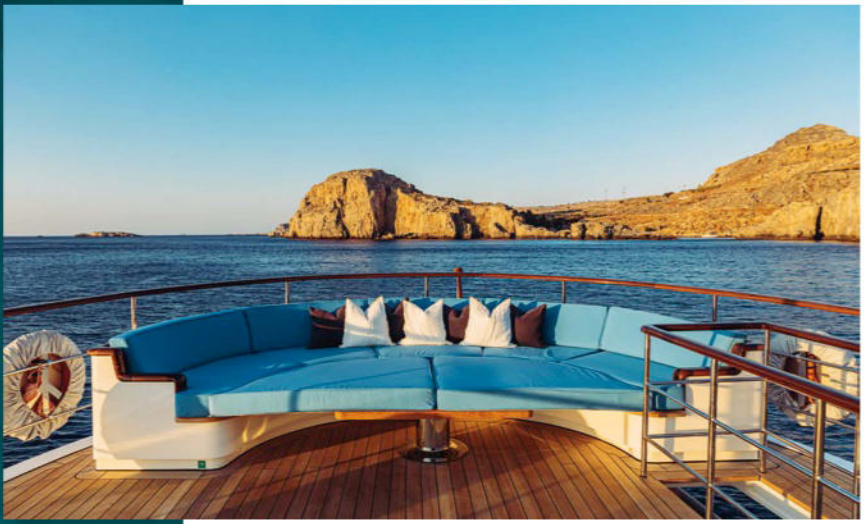


The elliptical stern opens in the middle to reveal a telescopic passerelle. The upper-deck aft seating (above and opposite page, top) transforms as well to accommodate dining or sunbathing

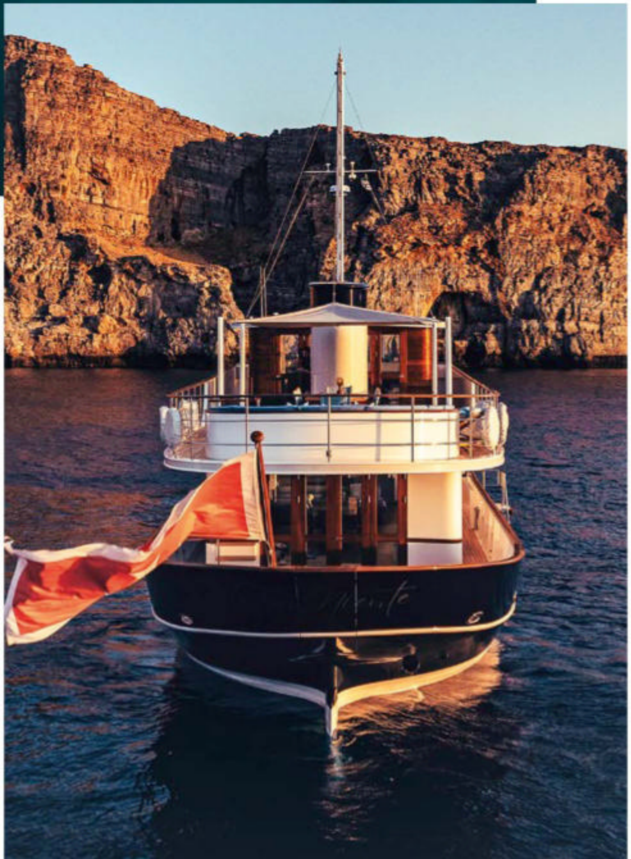


Far Niente has ample outdoor areas for enjoying life on board, a boon for guests. She's available to charter through Classic Charters

Is there anything more beautiful than the graceful curve of an elliptical stern? This thought bubbles to the surface as I first set eyes on the elegant aft section of 107-foot *Far Niente*, designed by Hoek Design and built by SES Yachts. With the yacht moored stern-to in Monaco, it's easy to admire the ample overhang of her shapely aft end, which curves and tapers down while revealing the top of the rudder at the waterline. Elliptical sterns were popular from the Age of Sail long into the early 1900s, so you'd be forgiven for assuming that *Far Niente* is a classic yacht. But this clever stern is more practical and it does something that many classics do not.

"A vertical part of the stern below the bulwark opens up hydraulically, lowering the bulwark as well," explains designer Andre Hoek, founder of Hoek Design Naval Architects. The opening section unfurls to be almost horizontal with the water's edge, and a telescopic passerelle emerges from the structure, making boarding from the dock a breeze. A removable swim ladder also can be attached to ease water entry when it's time for a swim. It's thoughtful design features like this, along with her generous five-cabin layout, optimized hull design and excellent sound damping, that make *Far Niente* a winning modern classic yacht that benefits in equal parts from modern technology and storied good looks.

Far Niente's owners, however, originally had a refit in mind. "The owners had a 110-year-old hull that they bought to revive," says Elif Yıldırım, managing partner of the Turkish shipyard SES Yachts and daughter of SES founder Sefer Yıldırım.



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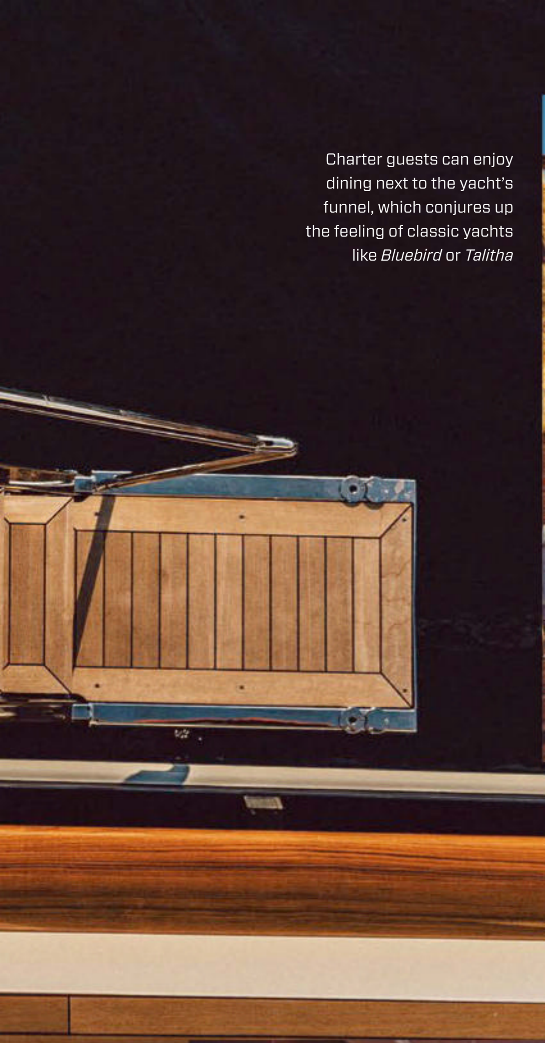
> “THERE’S JUST A SENSE OF BEING ON A WOODEN EPOXY BOAT THAT FEELS MORE GENUINE. THIS TYPE OF CONSTRUCTION IS LABOR INTENSIVE. YOU CAN’T FIND IT IN MANY PLACES”

SES Yachts is skilled in cold-molded wooden epoxy construction (as well as steel and aluminum). The varnished deckhouse gleams in the sun

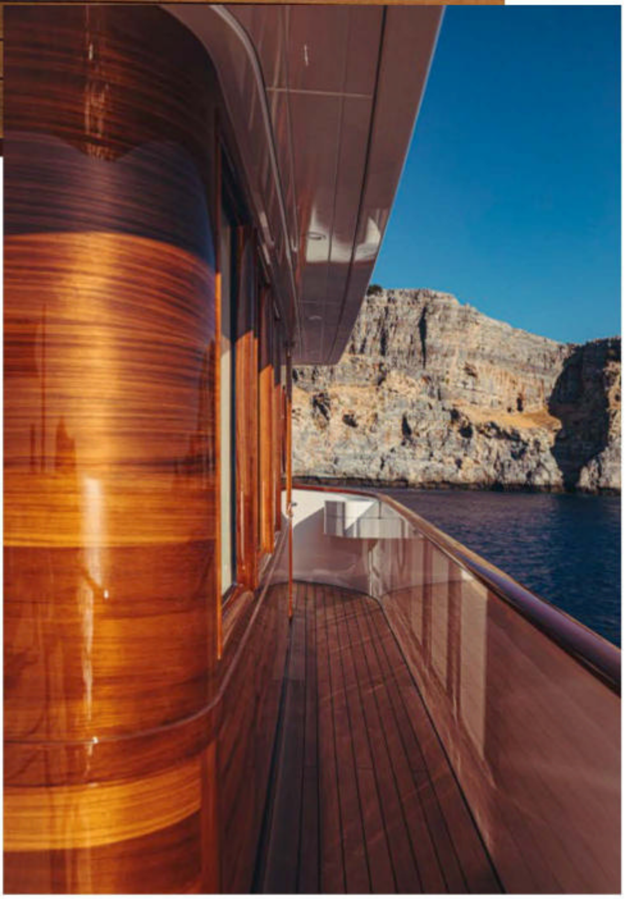
Built for fishing in the North Sea, the 1911 boat was a type of vessel known as a herring lugger. The owners knew from the outset that they wanted the yacht to be chartered, and it quickly became evident that getting the old hull up to commercial code would prove difficult and quite costly. “It would’ve been more of an investment than it was worth, so we started from zero,” Yıldırım says.

They decided to move on with a modern classic design instead. While *Far Niente* is not a replica, she was certainly inspired by the lines of Dutch herring luggers of the early 1900s. “We made the stern one meter (about three feet) longer, so it’s nicer-looking, but still in keeping with the original designs of this type of vessel,” Hoek says. Viewed in profile, this elongated stern adds a sinuousness to the yacht’s profile, and the extension helped provide more spacious living areas on board.

Hoek Design is experienced in creating modern classics. Its portfolio includes 184-foot motor yacht *Blue II* and many classically inspired sailing yachts. “Once again, we have combined the timeless and



Charter guests can enjoy dining next to the yacht's funnel, which conjures up the feeling of classic yachts like *Bluebird* or *Talitha*



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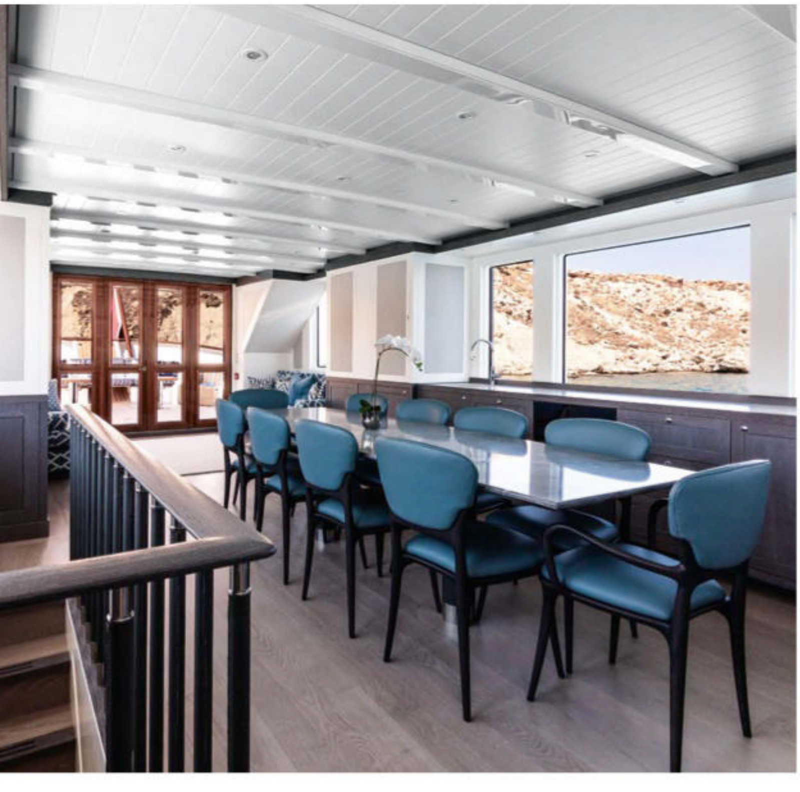
The owners were heavily involved in selecting the interior decor, which includes deep B&B Italia sofas and a custom marble dining table. The sofa in the cozy sky lounge (opposite page, bottom) has a jazzy chevron print

THE MIX OF GRAY AND WHITE GIVES THE INTERIOR A WELCOME SENSE OF SIMPLICITY AND CALM, AND PUTS THE MODERN IN MODERN CLASSIC



elegant good looks of a classic motor yacht design with a fully optimized, high-tech underwater body shape, using all the modern design programming we now have at our disposal," Hoek says. His studio was responsible for the exterior and interior design, and the naval architecture of *Far Niente*, though the owners were heavily involved in the interior styling.

The yacht has a steel hull topped with a cold-molded wooden composite superstructure, an unusual combination. "The advantage is that you get away from corrosion issues, and weight-wise [cold-molded construction] is quite good, but it's especially good insulation-wise, which makes it better than building in aluminum then cladding it with teak," Hoek says. "And there's just a sense of being on a wooden epoxy boat that feels more genuine. This type of construction is labor intensive – you can't find it in many places, but [SES Yachts] is actually capable of doing it."

From a design perspective, another advantage of this method of construction is that the yacht's structure can be made visible inside. The beams running athwartships across the ceilings aren't

affectations but are part of the yacht's structure. Showcasing the beams also allowed Hoek to raise the headroom to a seven and a half feet in the main salon and almost that on the lower and bridge decks. It's an asset when you consider the low ceilings of many traditional classic yachts.

While showing me around *Far Niente*, Hoek points out design details that serve both form and function, such as the freeing ports hidden in the bulwarks that help drainage when a lot of water comes on deck. "Normally the (height of the) seams (between deck and deckhouse) would be lower, but this is much better because the seam between deck and superstructure is in the vertical part of the deckhouse, instead of in the corner between hull and deck," Hoek says. "But it takes a lot of wood and labor. This is like traditional boatbuilding. Not many yards do this anymore." The same could be said of the wide, hefty cap rails, which, gleaming with varnish, conjure up the feeling of being on board a solidly built classic yacht. Other classic

>>

Finished in oak with a range of white and gray stains, the interior has a light and bright feel. The main deck owner's cabin (below and right) has wraparound windows overlooking the bow

cues include the slanted foredeck and the funnel on the bridge deck aft.

Per the owners' requests, the interior feels decidedly less classic. They opted for a more contemporary style, which sees quarter-sawn gray washed oak used for the cabinetry, while the planked ceilings are painted off white. The floor is also in oak, but in a lighter gray wash than the joinery. The mix of gray and white gives the interior a welcome sense of simplicity and calm and puts the modern in modern classic. The owners chose the color palette as well as all of the materials and furnishings, such as the fabric on the headboard in their suite that depicts cranes flying skywards.

The yacht's layout is a departure from your typical classic as well, with a main-deck owner's cabin forward – a window-filled room that looks out over the foredeck. Cambered like a workboat, the angled foredeck is capable of carrying two 23-foot tenders, launched by a one-and-a-half-ton crane.

Far Niente's main salon is bookended by two seating areas, a small lounge in the foyer with a pair of sofas facing each other, and two larger L-shaped sofas by B&B Italia along the forward bulkhead, which Hoek says the owners will mainly use to watch movies. At the center of the open-plan salon is a long custom dining table seating 10 with a gray marble top. A petite and cozy sky lounge rounds out the interior communal living spaces.

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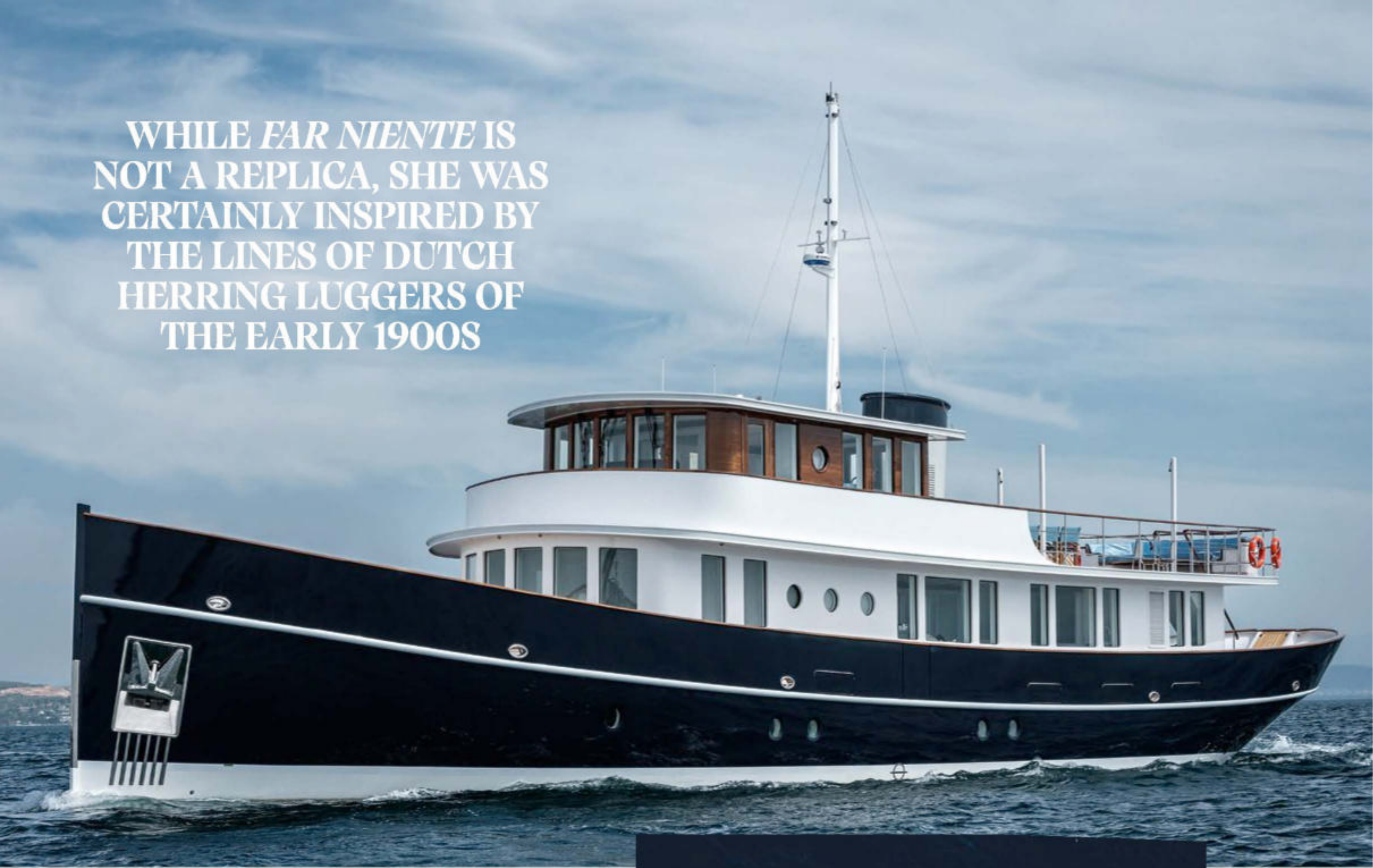
WHILE *FAR NIENTE* IS NOT A REPLICA, SHE WAS CERTAINLY INSPIRED BY THE LINES OF DUTCH HERRING LUGGERS OF THE EARLY 1900S

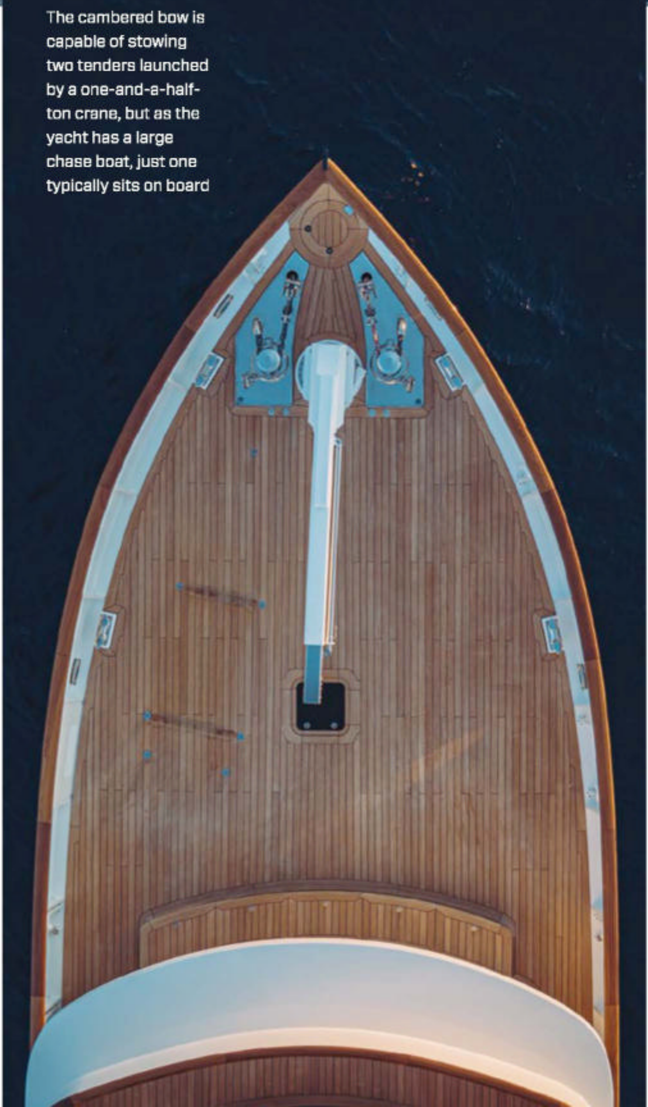


Further differentiating the yacht from a typical classic are the four good-sized guest cabins below decks. "She charters well due to her five-cabin layout," Hoek says. Her charter credentials also include a surprisingly ample toy box brimming with everything from an e-foil and wakeboards to a jellyfish-proof netted pool for sea swims.

Far Niente is likely to appeal to guests who enjoy the romance of dining on the bridge deck beneath a funnel, yet also appreciate a hull optimized by modern means for comfortable seakeeping. Hoek utilized computational fluid dynamics to "highly optimize" the shapes of the displacement hull and its single propeller. "Compared to a classic, the fuel consumption is much lower and the performance is better," Hoek says. *Far Niente's* range is 3,750 nautical miles while cruising at 11 knots. Sleipner stabilizers bolster the yacht's comfort, and bow and stern thrusters aid in maneuverability.

"It was very interesting to design a classically styled yacht that technically and material-wise is a very modern yacht," Hoek says. "She turns heads wherever she goes, and for a yacht this size, she ticks all the boxes."

From stern to smokestack, *Far Niente* might resemble a classic, but it's her well-considered modern touches that will make life on board a treat for her owners and charter guests alike. ◻

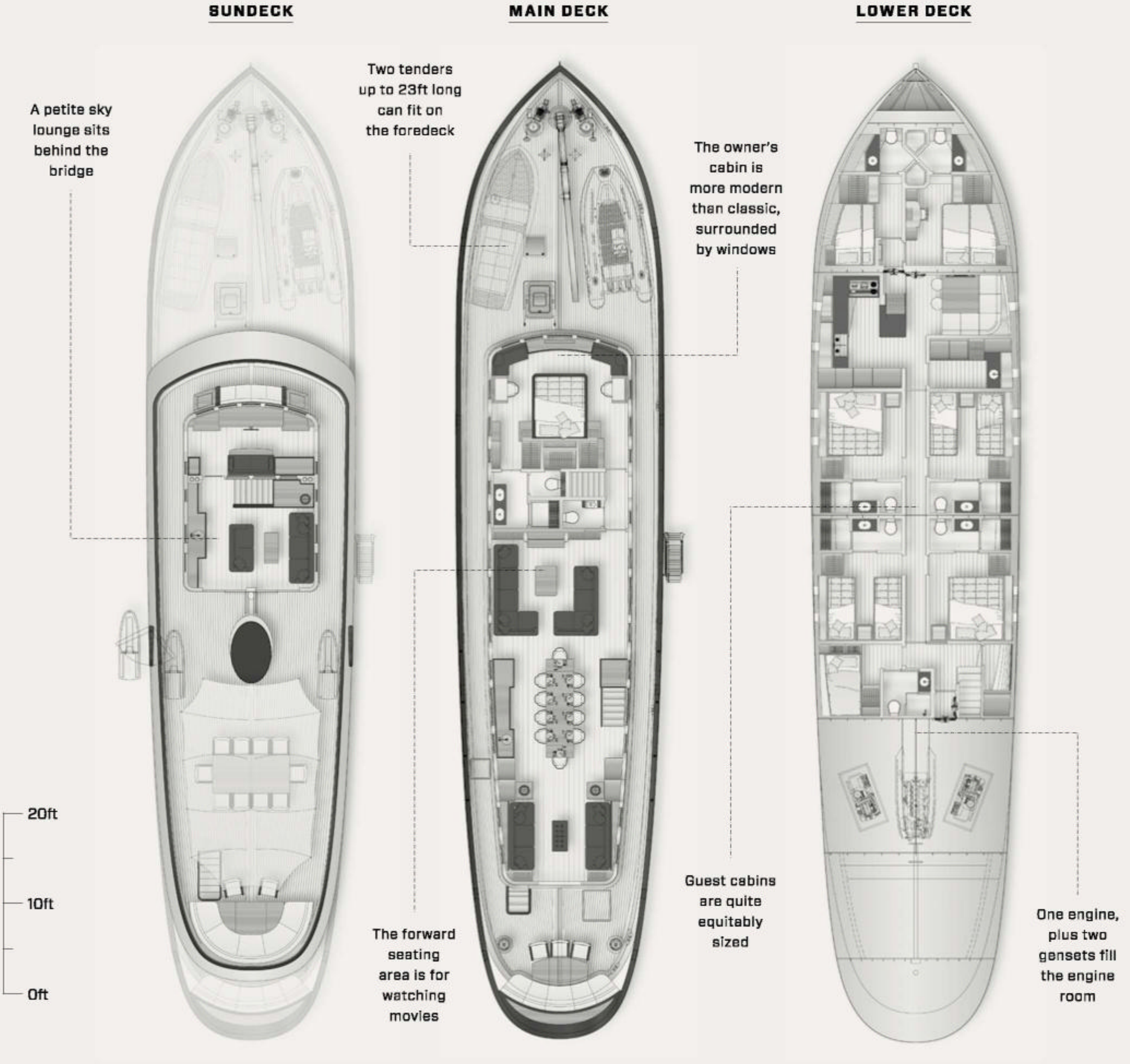


The cambered bow is capable of stowing two tenders launched by a one-and-a-half-ton crane, but as the yacht has a large chase boat, just one typically sits on board

ADDITIONAL PHOTOGRAPHY: KEREM SANLIMAN

FAR NIENTE

SES YACHTS



A petite sky lounge sits behind the bridge

Two tenders up to 23ft long can fit on the foredeck

The owner's cabin is more modern than classic, surrounded by windows

The forward seating area is for watching movies

Guest cabins are quite equitably sized

One engine, plus two gensets fill the engine room

LOA 107' 3"

LWL 98' 1"

Beam 22' 2"

Draft 6' 3"

Gross tonnage 179GT

Engine 500hp MAN D2676 LE477, with SCR

Generators 2 x 35kW Kohler

Stabilizers Sleipner Side-Power Vector fins 1950, zero speed

Speed (max/cruise) 11/10 knots

Range at 9 knots 2,800nm

Fuel capacity 3,434 gallons

Freshwater capacity 1,294 gallons

Tenders 33' Novamarine BS 100; 15' Zodiac

Owners/guests 10

Crew 5

Construction Steel hull; cold-molded mahogany superstructure

Classification RINA C ✠ HULL • MACH "Ych" Short Range Navigation

Naval architecture Hoek Design

Exterior design Hoek Design

Interior design Hoek Design; owner

Builder/year
SES Yachts/2024
Istanbul, Turkey
+90 (549) 249 50 10
info@sesyachts.com
sesyachts.com

For charter
classic-charters.com

BOAT PRO

1,765

THE TOTAL LENGTH, IN FEET, OF THE 16 PROJECTS DELIVERED SO FAR BY SES YACHTS

men with them, but this old sport of sailing never dies. Indeed, as the pleasures of the land become more rushed and crowded, so much the more do we enjoy the sea and the more do we love our boats.

"Up with your anchor! Heave away on that chain!" The anchor comes dripping aboard, is

yachts in their own waters.

Just what is a 12-metre yacht? It is a mean outlandish way to talk of so handsome and even noble vessel—35 tons, 80 feet long, with an 80-foot mast, carrying nearly 2,000 square feet of sail! She costs

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ason. Four pro-

MODEL SAILS
12
K2
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2d
HIS TWO ENDEAVOURS
WE VISIT
THE CHANCEL
MR. SOPWITH
BILBAO'S CH
DUKE OF WINDSOR'S
FILM
16A
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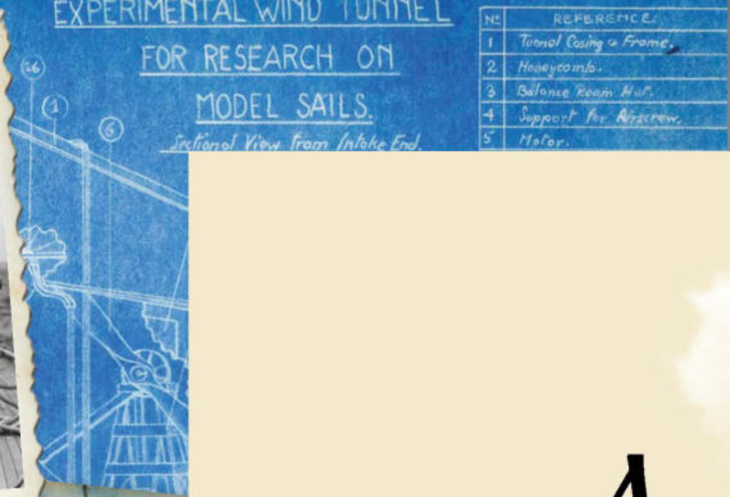
PHOTOGRAPHY: KEN BEKEN OF COWES; LOOK AND LEARN/ELGAR COLLECTION/ BRIDGEMAN IMAGES; BETTMANN/GETTY IMAGES; MARY EVANS PICTURE LIBRARY; JASON WELLS-STOCK.ADOBE.COM; JOHN FROST NEWSPAPERS/ALAMY STOCK PHOTO; DE LUAN/ ALAMY STOCK PHOTO; TOPICAL PRESS AGENCY/GETTY IMAGES

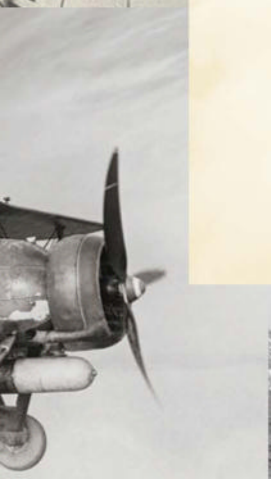

EXPERIMENTAL WIND TUNNEL
FOR RESEARCH ON
MODEL SAILS.
Sectional View from Intake End.
No.
REFERENCE.
1 Tunnel Casing & Frame.
2 Honeycomb.
3 Balance Room Hut.
4 Support for Airscrew.
5 Motor.

AIR, LAND and SEA

LOR OF THE EXCHEQU
'S NEW ENDEAVOU
ILD REFUGEES
WEDDING :: THE QUIN

READY FOR WIMBLEDON
CKPOOL

When *Marala*'s owners went in search of her 12 Metre support yacht *Evaine*, they discovered a rich racing history centered around two great aviation rivals. *Daniel Pembrey* tells the tale



S

“She should race,” says the husband of a Hong Kong-based couple who just acquired *Evaine*, the almost-mythic, 12 Metre Class 1936 70-foot sailing yacht once owned by British aircraft manufacturer Richard Fairey. Her restoration is now underway at the Robbe & Berking yard in Flensburg, Germany. Previously, the intrepid couple purchased the 193-foot 1931 Camper & Nicholsons superyacht *Marala*, recently restored at Pendennis. *Marala* (formerly *Evadne*) also belonged to Fairey.

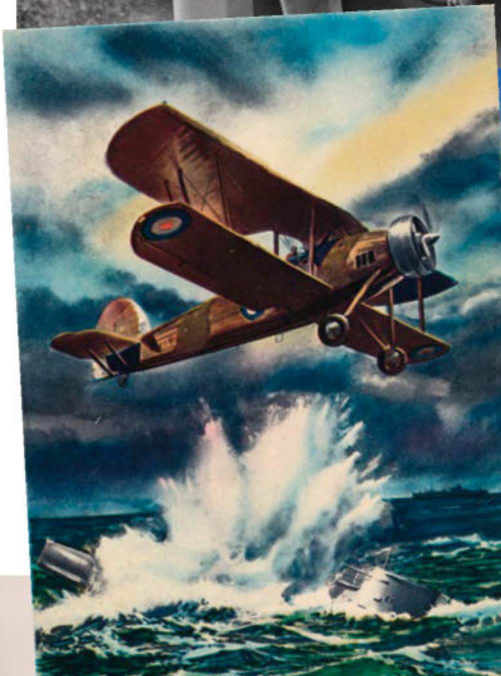
“*Marala* was the mothership for his racing activities,” the husband says. “We're still piecing together exactly how *Marala* supported *Evaine* but reuniting them for the first time in 70-some years already feels remarkable.” From her destroyer bow to her cruiser stern, this six-cabin yacht made a worthy mothership.

Working with *Marala*'s captain, Chris (Lawrie) Lawrence, the couple had attempted to track down *Flica*, another of Fairey's hallowed 12 Metre Rule sailing yachts, also known as Twelves. *Evaine* proved easier to locate, sitting as she was in a dim resiny-smelling shed in Kiel, just 60 miles from Robbe & Berking's yard.

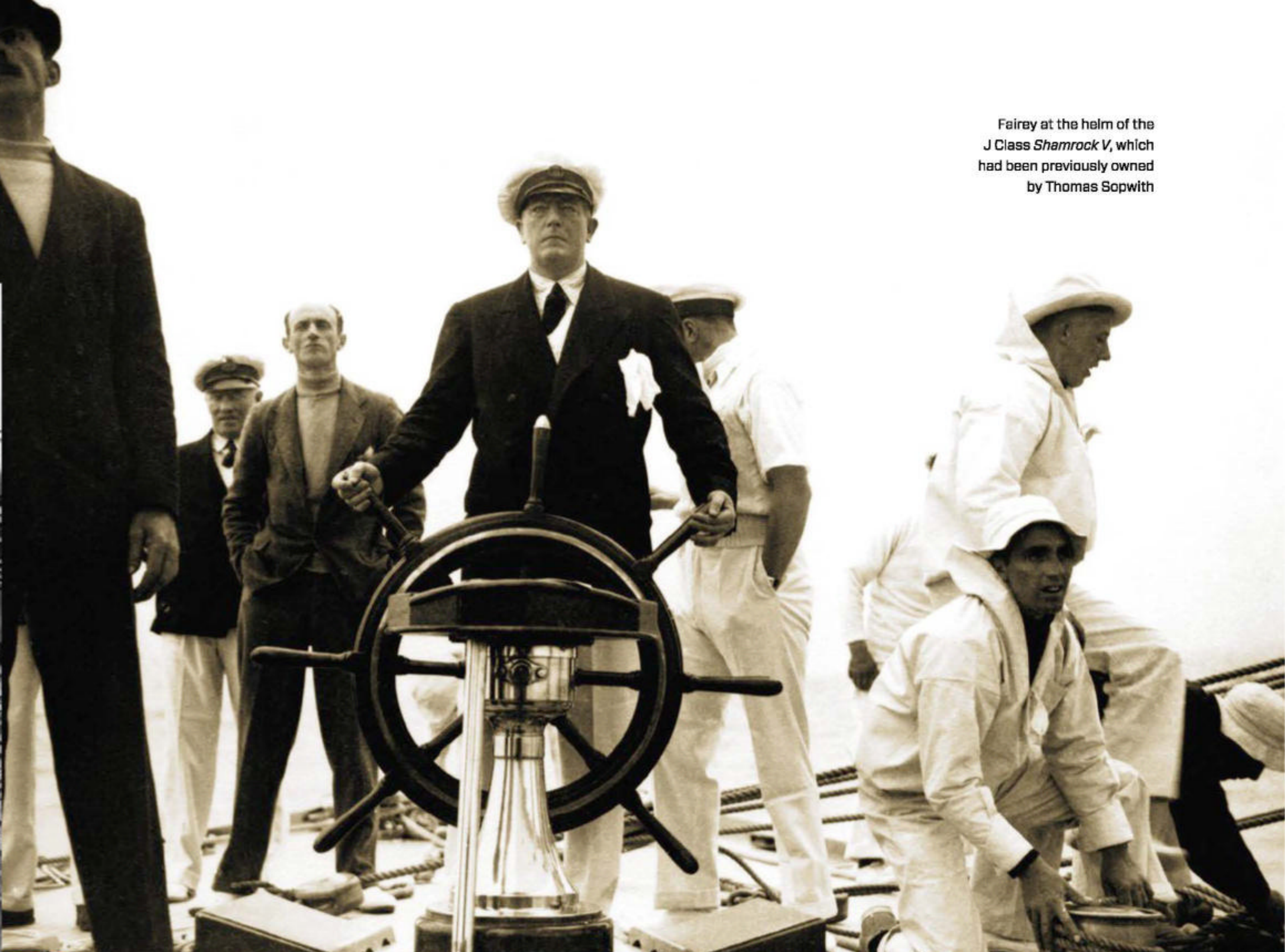
These yachts were part of an enthralling world, filled with big characters and epic personal rivalries, yacht designers of the highest order, revered classes (both larger J Class yachts and Twelves), thrilling battles in English coastal regattas, plus the fiercest, most famous contest of them all, the America's Cup. One of these rivalries involved Fairey, and unraveling it provides a fascinating window into this realm.

Fairey and Thomas Sopwith were aviator rivals responsible for planes that proved pivotal in both world wars. Fairey built the Swordfish torpedo bomber that hit the rudder of the *Bismarck* battleship, plus the post-war Delta 2 that broke the 1,000mph speed barrier (its delta wings and drop-nose helped shape the Concorde.) Sopwith began with biplanes, notably the celebrated Camel for World War I, before leading the Hawker Siddeley group into the jump-jet era with its astonishing VTOL Harrier. Still, their rivalry was greatest in the gleaming seas off England's south coast on the tense eve of World War II when they raced achingly beautiful Twelves, balloon jibs flying, salt air filling the nostrils, and the sound of rushing water filling their ears.

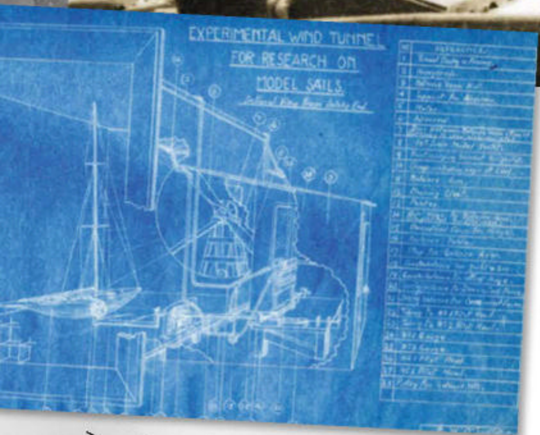
On July 1, 1939, the popular British magazine *Picture Post* ran a six-page feature that brought alive the Royal Harwich Yacht Club's regatta of the day. “Watch Sopwith!” heard John Scott Hughes, the features writer, who was on board Fairey's *Evaine*. “What a slapping and hissing of spray along our slanting decks!” he marveled. “Over and over she lists as [helmsman] Garnham gives her a few spokes of the wheel, while high overhead towers *Tomahawk*'s dazzling sail [*Tomahawk* was Sopwith's own Twelve]. There is not a



Richard Fairey (top) was an aircraft manufacturer who built the Swordfish torpedo bomber (above right). His yacht *Evadne* (right), served as a mothership to 12 Metres *Evaine* and *Flica* (far right)



Fairey at the helm of the J Class *Shamrock V*, which had been previously owned by Thomas Sopwith



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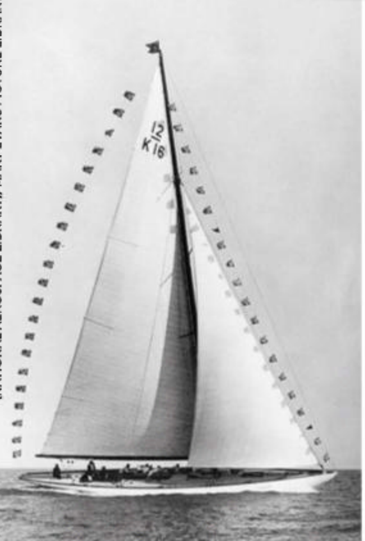

"AIRMEN, IT SEEMS, MAKE GOOD SEAMEN. THEY KNOW BY INSTINCT THE FEEL OF THE HELM TO THE HAND"

foot – a bare six inches – from rail to rail. How is it they don't crash together!"

Then: "We've Got Her!" a photo caption cried. "In the final order *Evaine* was second, and Mr T. O. M. Sopwith's *Tomahawk* third, with Mr V. W. MacAndrew's *Trivia* the winner. *Vim*, the American yacht, got round the course first but was disqualified (for rounding the wrong buoy)."

"Tiny" Fairey stood almost six-and-a-half feet tall and was, by all accounts, a benevolent tyrant. Quick to anger, he ruled his business affairs with an iron will that served them well. He'd come from humble origins: "I remember him saying through gritted teeth, 'I swore I would never be poor again,'" his daughter recalled in 2017.

Fairy acquired his first Twelve, *Modesty*, in 1927. Air flows and stresses were second nature to him and he set up test facilities at his Hayes aircraft factory, to explore how reshaping the hull and rerigging her might gain speed. He (allegedly) used the world's first low-speed wind tunnel for racing yacht design, in addition to hydrodynamic tank testing.

"Having drafted in the technical staff required to rebuild and maintain *Modesty*," Adrian Smith wrote in his biography, *The Man Who Built the Swordfish*, "the fledgling helmsman acquired a crew of canny old salts and fit

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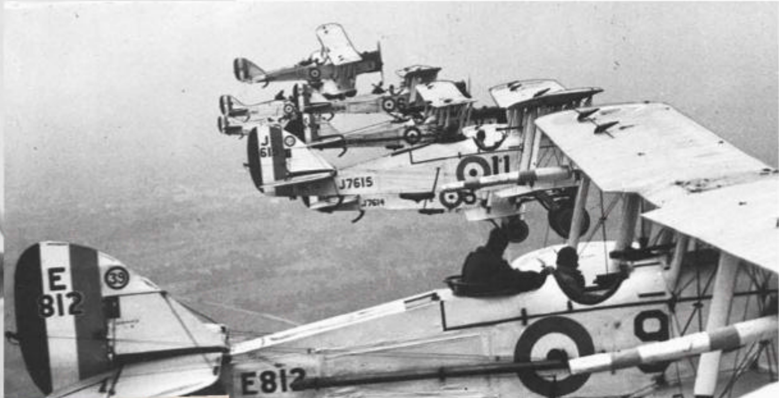


PICTURE
POST
READY FOR WIMBLEDON
HULTON'S NATIONAL WEEKLY
In this issue:
BLACKPOOL
3D

Thomas Sopwith (top left) was a pioneer of the British aviation scene, creating the Tabloid seaplane, winner of the Schneider Trophy in Monaco in 1914 (below), and the Camel biplane (above). Left: the July 1, 1939 issue of *Picture Post* covered a regatta where Fairey and Sopwith raced. Bottom: Sopwith's Camper & Nicholsons *Philante*, now *Norge*

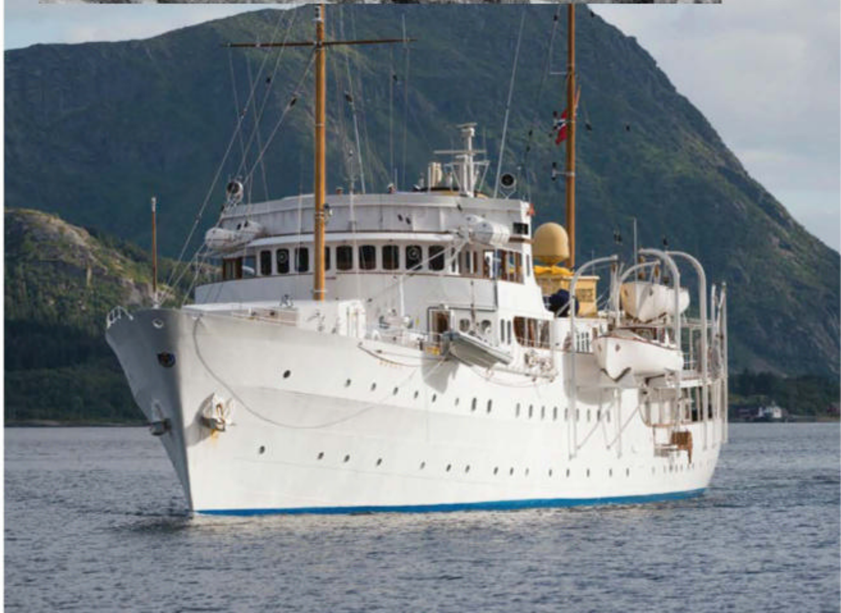
"MY GREATEST REGRET IN LIFE IS I DIDN'T BRING HOME THE AMERICA'S CUP. I REALLY OUGHT TO HAVE DONE IT"

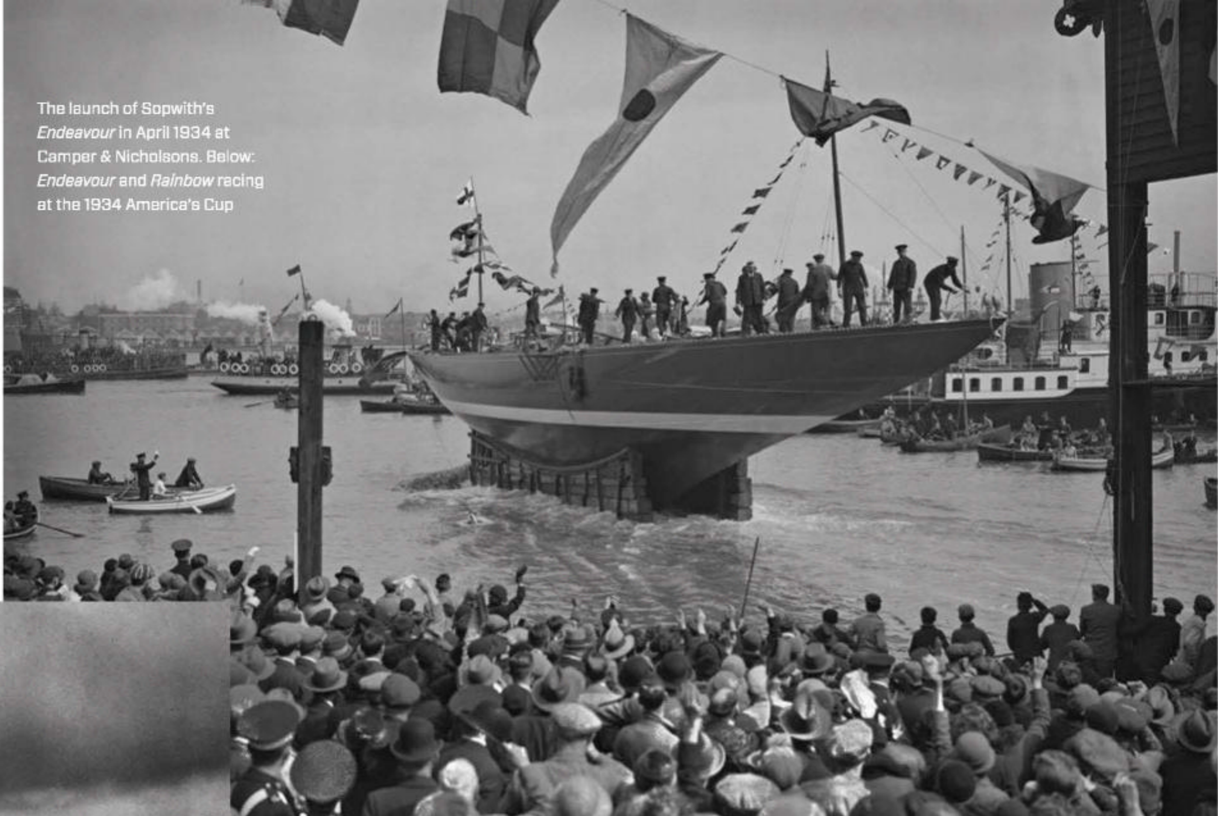
young yachtsmen." The key man remained Fairey.

"Airmen, it seems, make good seamen, and particularly in the finer arts of racing," *Yachting World* magazine observed in November 1933, deeming both aviators suitable for the America's Cup races. "They know by instinct the feel of the helm to the hand; they readily realize the effect of the wind on the sails, and their minds react to the sensitive observation of the trim of the sheets."

The America's Cup would elude both airmen, but Fairey continued to refine his Twelves. He commissioned the state-of-the-art *Flica* from Charles Nicholson in 1929, and she dominated British and European 12 Metre racing from 1931 to 1933 (when the rating changed). *Yachting World* deemed *Flica* the best of the Twelves and Fairey Britain's best helmsman. Still he wasn't satisfied. Daily wind tunnel tests resulted in revisions to sail settings. The duralumin used in Fairey's planes inspired lighter, sturdier spars. A quadrilateral jib counted among other innovations. Along the way, he found time to race in the Baltic, winning the Norwegian royal family's Jubileums Regatta, and using *Evadne* as his mothership.

Fairey bought *Evaine* from Charles Nicholson in 1936 with just enough time to complete her for the season. The yacht, named after the sister of Lancelot's mother in Arthurian legend, was beautiful. Mahogany planking gracefully gave way to cedar used for all interior fittings. White topsides contrasted with a green underwater body.





The launch of Sopwith's *Endeavour* in April 1934 at Camper & Nicholsons. Below: *Endeavour* and *Rainbow* racing at the 1934 America's Cup

The Illustrated SPORTING and DRAMATIC News

SENDING DOWN ENDEAVOUR'S SPINNAKER

PHOTOGRAPHY: PAUL THOMPSON/FPG/GETTY IMAGES; JOHN FROST NEWSPAPERS/ALAMY STOCK PHOTO; DAILY MIRROR/DAILY MIRROR/MIRRORPIX VIA GETTY IMAGES; ILLUSTRATED LONDON NEWS LTD/MARY EVANS; A. HUDSON/TOPICAL PRESS AGENCY/HULTON ARCHIVE/GETTY IMAGES; KEYSTONE-FRANCE/GAMMA-RAPHO VIA GETTY IMAGES; IMAGEBROKER.COM/ALAMY STOCK PHOTO; THE PRINT COLLECTOR/GETTY IMAGES

In the following two years, due to declining health, Fairey passed the helm to Bob Garnham, and Vernon MacAndrew's *Trivia* edged out *Evaine* as the overall winner in both seasons. None of this lessened Fairey's competitive zeal.

"Tommy" Sopwith hailed from a comfortable background, only with a tragic twist. In the summer of 1898, his father took him shooting on the Isle of Lismore in Scotland. They were in a boat when a gun lying across 10-year-old Tommy's knees accidentally went off, killing his father. This tragic accident would haunt him for the rest of his long life (he lived to be 101).

He developed a deep-seated urge to achieve. The Schneider Trophy air race began in Monaco in 1913 as a prestige event for seaplane makers. Sopwith's remarkable Tabloid biplane won it in 1914 when he was 26. During World War I, the Sopwith Aviation Company's Camel was the only plane capable of shooting down the dreaded Zeppelin bombers, conferring hero status on him and his business. The end of the war bankrupted the company, so Sopwith started over, using a friend's name to avoid confusion. The Hawker Siddeley group of companies became half of Britain's aviation industry.

Like Fairey, Sopwith applied advanced aviation techniques to yachting. Frank Murdoch, who managed the production of the Hawker Hurricane, helped optimize Sopwith's J Class yachts when challenging for the America's Cup.

For Sopwith's J Class *Endeavour*, another Charles Nicholson masterpiece, Murdoch designed advanced winches and fitted the welded steel mast with a wind vane to feed readings to an indicator in front of the helmsman. Incorporating copious aircraft materials, she was a fast, worthy challenger.

The 1934 America's Cup in Newport, Rhode Island, contested by *Endeavour*, with *Rainbow* as the American defender, might best be remembered for the boorish claims back in the UK that "Britannia rules the waves; America waives the rules!"

Sopwith was ahead by two races to one, when, "during the fourth race, the American boat persisted on a collision course and Sopwith was forced to turn away even though unquestionably *Endeavour* had (the) right of way," Alan Bramson wrote in his authorized biography of Sopwith, *Pure Luck*. Bramson acknowledged that Sopwith had also parted ways with his professional crew over a pay dispute. Regardless, Sopwith lost, and, when he next contested the Cup in 1937, the technically superior American defender beat his *Endeavour II* fair and square.

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Sopwith also had the Camper & Nicholsons mothership called *Philante*. Befitting a support vessel for these larger J Class yachts, she was 263 feet long and featured a workshop with an electric drill, lathe and milling machine, plus a steel-lined store for the sails and tackle for his Js and Twelves. There were eight cabins and bathrooms and eight "clothes rooms" (as distinct from closets). Stabilizers were uncommon at the time so the owner's cabin – featuring a huge four-poster bed – was complemented by a smaller "sea cabin" below decks, accessed from the main cabin by a small staircase. Here, Sopwith could wedge into a bunk when the ship rolled uncomfortably.

The America's Cup contests resulted in a fierce rivalry between Sopwith and Harold Vanderbilt. The railroad executive and great-grandson of Cornelius Vanderbilt had taken the helm of *Rainbow* in 1934 after the first two races had put Sopwith's *Endeavour* briefly ahead. While Sopwith might have acquired a superyacht nearly twice the size of Vanderbilt's *Vara* support yacht, it was Vanderbilt who beat him, again, in the 1937 America's Cup. The scene was set for the 1939 regatta season, and the arrival in English waters of Vanderbilt's Twelve, *Vim*.

This arrival signified that the Twelves had broken through as the dominant class for international yachting. Leading designers and yards, who'd previously created Js for the America's Cup, now focused on Twelves. Earlier in 1939, Nicholson built *Tomahawk*, one of the most beautiful of these smaller racers with innovations such as a "coffee grinder" winch and stainless-steel shrouds.

It's tempting to wonder what would have become of Sopwith's (and Fairey's) racing exploits were it not for the war, but the reality is America firmly had the upper hand by then. "Why not admit it?" John Scott Hughes, author of the 1939 *Picture Post* spread, wrote. "Our American friends are, by and large, the most accomplished yachtsmen in the world. That, really, is the entire explanation of why we have never recovered from them the America's Cup, lost to them nearly 90 years ago." American designers, crew and owners – influenced in no small part by Sopwith and Fairey's aviation input – had won.

Young American designer Olin Stephens, who'd go on to dominate the America's Cup for decades to come, shaped *Vim* to be slightly longer, her aggressive hull tank-tested to cut through the water with a fuller shape. Overhangs were shorter, the maximum beam greater. The wheel and binnacle formed one simple, efficient unit. The cockpit was dry, and spacious (certainly by English standards). Though disqualified on that day in 1939 covered by the *Picture Post*, *Vim* practically left her rivals for dead in the following races, ending the English season with 19 victories out of 28.

Patrick Howaldt, a Danish-resident German national whose grandfather sailed in the 1936 Olympics, had been pursuing *Vim* for more than a decade and finally acquired her in 2014. "I used to dream about it," he says.

Above: *Tomahawk*, Sopwith's 12 Metre.
Above right: Sopwith on board his 263ft mothership *Philante* (right) in 1948

“PLEASE DON’T EVER LET HER GO, THERE IS NO SECOND *VIM* AND SHE NEEDS YOU”

Below: the Olin Stephens-designed *Vim* was the Twelve to beat in 1939. She was recently acquired by Patrick Howaldt

More recently, he’s been instrumental in reviving Twelves racing in the Baltic under the aegis of the International Twelve Metre Association.

“I came close to acquiring *Vim* from the Rusconi [Italian media] family in 2006, but evidently it wasn’t to be at that time. Then, in 2012, I hired an Italian captain, Andrea Proto. One year, at the Naples regatta, I shared with him my quest; Andrea was very engaged. With his support, and the offer of a higher price, I finally came to own this fabulous yacht.”

Howaldt’s success pursuing *Vim* has additional significance because the Rusconi family owns *Tomahawk*. “The day I signed the contract at the Sangermani yard in Lavagna, I raised a glass of champagne with [captain] Andrea and Sönke Stich of Robbe & Berking,” Howaldt continues. “After the restoration was finished, I received a WhatsApp from John Lammerts van Bueren, the classic boat expert and close friend of Stephens. When I opened the message, I felt a thud in my chest: ‘Just walked by *Vim* again. I hope you know that Olin would be mighty pleased to see her in such immaculate shape, to see her the way he designed her. Please don’t ever let her go, there is no second *Vim* and she needs you.’ It was so affecting, this incredible racing heritage speaking so directly to me.”

After the UK declared war in September 1939, yachting became impossible off Britain’s south coast. Sopwith and Fairey were consumed by the war effort anyway.

The rivalry between the two aviators propelled them to ever greater achievements – to the benefit of all – yet left ample room for cooperation and friendship. They ended up as neighbors on the south coast where Fairey acquired Bossington Estate, 10 miles inland from the Solent, and Sopwith moved to nearby Compton House.

Their later life regrets ran to yachting. Fairey’s daughter wrote in 2017: “One of [my father’s] great regrets was never having taken *Evadne* to the Galápagos Islands as Tommy Sopwith had done with his motor yacht.”

Fairey sold *Evadne* (now *Marala*) “almost by default,” his daughter recorded: “he quoted an impossible price to an importuning potential purchaser, who to his horror accepted. It was a move my father deeply regretted.” *Evaine* remained in the family until he died in 1956, after which she served as a pacesetter for another attempt at the America’s Cup in 1958. At least 12 Metre America’s Cup racing, for which Fairey had lobbied hard, came to pass. It lasted until 1987.

In 1988, on his 100th birthday, Sopwith received congratulations from presidents and prime ministers. What was he left yearning for in the end? “My great regret in life is that I didn’t bring home the America’s Cup; I really ought to have done and I ought to have been allowed to do it,” he said. Perhaps his rivalry had been less with Fairey, more with himself. Either way, it’s no wonder that these remarkable yachts are so coveted today, or that there’s been such a renaissance of wider interest in them, evidenced by *Evaine*’s rejuvenation. Her restoration will take until 2026, then she can be reunited with her mothership, and, yes – race. ◻

PHOTOGRAPHY: THE PRINT COLLECTOR /ALAMY STOCK PHOTO; NICO KRAUSS; KEN BEEN OF COWES

WHERE THE WIND BLOWS

How did a 1930 classic yacht from Wisconsin become a British spy and much later a movie star? *Cecile Gauert* went to Marina del Rey to find out

PHOTOGRAPHY: JAMES BURKE/THE LIFE PICTURE COLLECTION/SHUTTERSTOCK; COURTESY OF OWNER

NORTHWIND
MovieBird

Left: Jackie Kennedy was a guest aboard *Northwind* (seen in background) during a Greek holiday in 1961. Below: *Northwind* had a supporting role in the Netflix series *Griselda*, about Colombian cartel leader Griselda Blanco

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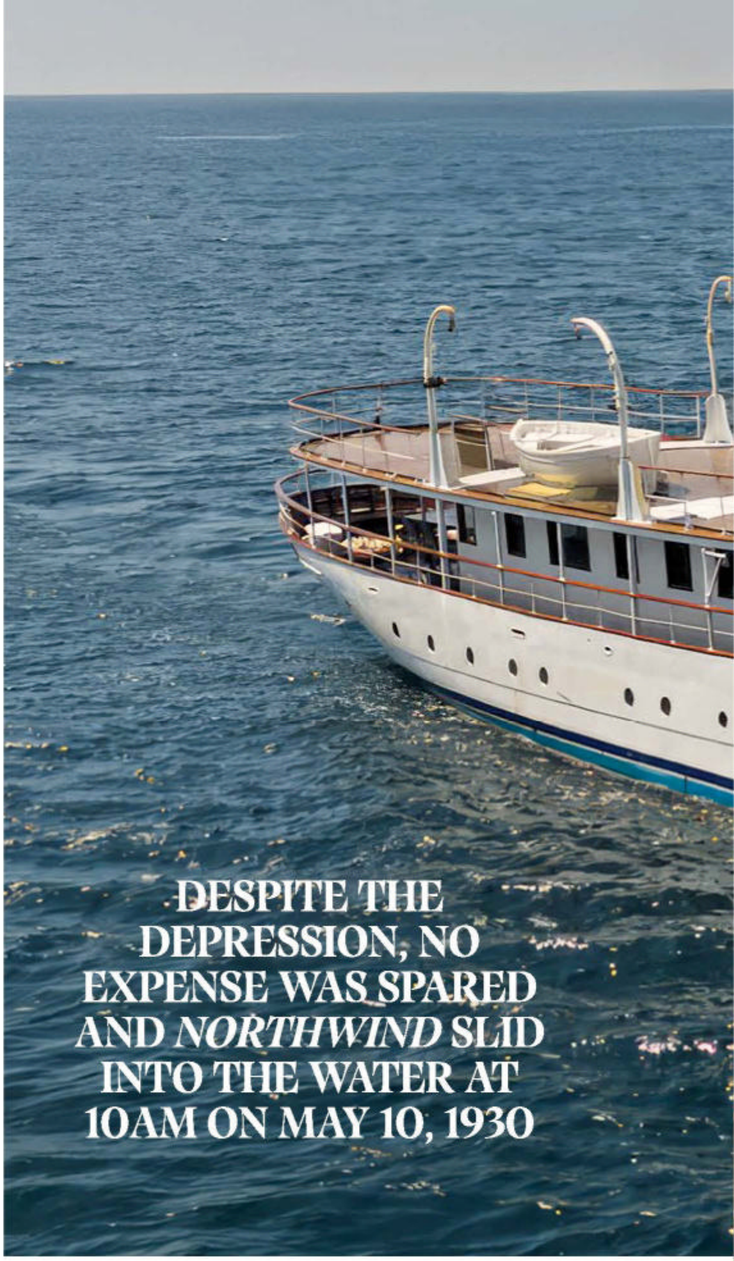


DESPITE THE DEPRESSION, NO EXPENSE WAS SPARED AND *NORTHWIND* SLID INTO THE WATER AT 10AM ON MAY 10, 1930

Cinematographer and entrepreneur Tom Jones, who until very recently owned *Northwind*, used to have a sailing yacht he kept in Southern California. He enjoyed sailing there, even in winter, if he could, but it was only on occasion. Then one day he came across a listing for a 1930 yacht that immediately caught his eye. "I love history," he says, and "everything about my life at that point seemed to be about 1930."

The boat listing gave him an idea. Why not take it to his favorite yacht club in Marina del Rey and turn it into an office? "I would be on there every day." And he would take it slowly to restore the boat to its original glory. "I wanted it exactly as it was originally, only better." The storyline proved a bit more complex than he envisioned (more on this later).

Why *Northwind* captured Jones' imagination (and many owners before and now after him) is understandable. So many stories could not fail to seduce a storyteller, starting with the man who inspired its creation.

The first owner of the magnificent *Northwind* (also *North Wind*) was born in 1873. A *Mayflower* descendant, Charles Martin Clark was an engineering graduate from Columbia University who became a director of the Bradstreet Company. He lived in Manhattan at 713 Park Avenue, a five-story limestone-faced home with a neo-French classic design he rebuilt in 1916, with his wife, Boston-born Bessie, an active socialite. He was also an avid yachtsman.

The now-defunct *New York Herald* links Clark to a steam yacht named the *Alfreda*, which visited Newport, Rhode Island, in 1922, and the *Miami Herald* recorded Clark's visit to Miami on another yacht, named *North Star*. By the late 1920s, he was apparently ready to move up, and in 1930, he took delivery of *Northwind* from the Manitowoc Shipbuilding Company.

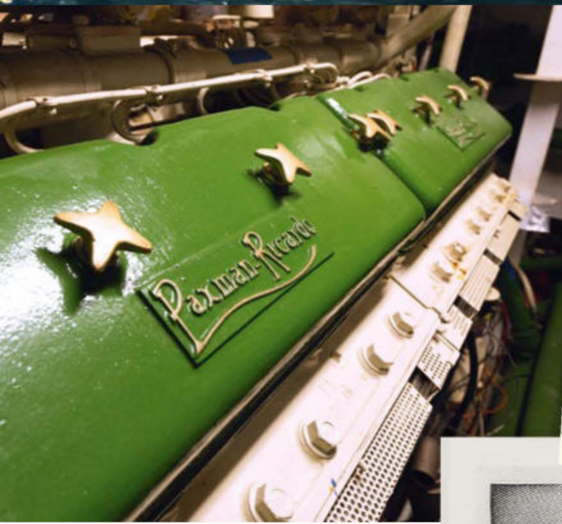
The yard, based in Wisconsin in the town where Henry Burger established the Burger Boat Company, built mostly commercial vessels (tugs, ferries, scows, barges and, eventually, when World War II came around, submarines), but it made two yachts.

What attracted Clark to this company is sadly lost to time, but a knowledgeable yachtsman would have appreciated that the shipyard built solid, seaworthy and reliable steel hulls and would have known about the local craftsmanship, which was stable and excellent from wood to metal. While others may have built their yachts in Germany and the UK, a *Mayflower* descendant surely would have preferred building in the US.

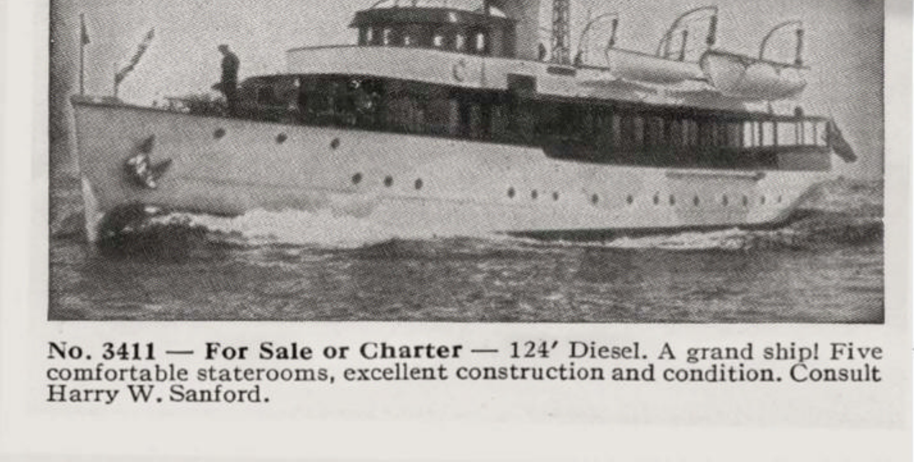
The yacht that came out of Manitowoc that year was a spectacular example of the work of leading New York-based design firm Cox & Stevens (their Design 155 measured just over 123 feet). In the company's archives, credit for *Northwind*'s design also goes to Frederick W Capon (who later contributed to the design of the never-built mile-long Liberty Landing, imagined in 1935).

Despite the Depression, no expense was spared and *Northwind* slid into the water at 10am on May 10, 1930. There was some rush to get her ready to cruise, and within a couple of months she was delivered with a 20-foot launch and a

PHOTOGRAPHY: NICK DAVIES MEDIA; COURTESY OF OWNER; SEAN MCCARTHY & TREVOR HANSON-VOSS ON BEHALF OF CATALINA CREW; COURTESY OF CYA YACHT REGISTER



Plying the seas for 95 years, *Northwind* has had a plethora of owners, from a financier to a spy (allegedly). Her last caretaker was Tom Jones (above, on left, with the yacht's long-time captain, Christian Lint)



No. 3411 — For Sale or Charter — 124′ Diesel. A grand ship! Five comfortable staterooms, excellent construction and condition. Consult Harry W. Sanford.

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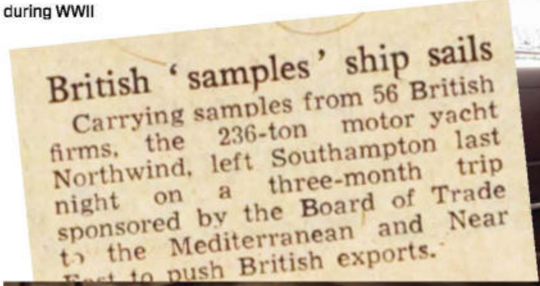
Below: Winston Churchill is said to have indulged his hobby of painting on her aft deck. Right: she was refurbished under recent owner Jones. Opposite page: *Northwind* could often be found moored outside the UK Houses of Parliament during WWII



British 'samples' ship sails

Carrying samples from 56 British firms, the 236-ton motor yacht Northwind, left Southampton last night on a three-month trip sponsored by the Board of Trade to the Mediterranean and Near East to push British exports.

22-foot sailboat that could be lifted on deck. *Northwind* had a 22-foot beam and a nearly 11-foot draft. Her original (American-made) 300-horsepower diesel Winton engines were reversible and started with compressed air; they gave the yacht a speed of 15 knots, according to an article in the *Sheboygan Press,* which reported on the launch. She had room for eight guests and 12 crew, the paper noted.

A book about Manitowoc shipbuilding, *Maritime Manitowoc 1847-1947* provides somewhat different information but adds it had a stove for heat and windows that opened. The dining room, complete with built-in cupboards, was located on the forward end of the main deck as was the custom in those days.

Scant information documents the kind of trips *Northwind* took but articles in newspapers of the time noted that it had been designed to cruise along the Eastern seaboard. The *Miami Herald* marked the arrival of the 123-foot *Northwind* in Biscayne Bay for a Thanksgiving celebration. Cornelius Vanderbilt Jr's acerbic pen in the *Miami News* places it in Palm Beach in February 1931, along with a who's-who of the yachting set of the time: Harold Vanderbilt's *Vara*, Vincent Astor's *Noma* and William Mellon's *Vagabondia*, among 100 yachts "worth conservatively a half billion dollars" gathered there that year. At least on one occasion, it hosted top performers of the Bradstreet Company as a reward.

Unfortunately, Clark's enjoyment of *Northwind* was short-lived. In 1935, Clark invited his nephew aboard and it was the latter who found him dead, of a pulmonary embolism (according to one newspaper), in his stateroom at the age of 61.

The European years

There follows a big gap in the history of *Northwind* but somehow she turned up in England and in the hands of the British government. The US government auctioned several boats requisitioned for the war effort to the British Navy, historian and maritime lawyer John Leonida says. According to an entry on the Classic Yacht Register, *Northwind* was struck from the US Registry as early as 1936 (and was reinstated by an Act of Congress on October 16, 1988).

Some stories place *Northwind* among the fleet of private boats that supported the British government's efforts to evacuate soldiers from the beaches of Dunkirk in 1940, although no official records exist of a ship named *Northwind* (or *North Wind*) as one of the so-called Dunkirk Little Ships. It could, of course, have been renamed or operated under a code name.

Jones, who bought her in 2016 when she was teetering on the verge of being scrapped, says he was unable to find official documents about this widely shared story.

Still, she distinguished herself as a good member of His Majesty's service. It was the Rowhedge Ironworks Company of Essex, England, that installed two new British-made "smokeless" Paxman-Ricardo engines, which are still aboard today, work that Churchill is said to have mandated. After the war, *Northwind* embarked on a mission officially to promote British goods abroad. Why would an American-built ship serve as the platform for promoting English goods? Some say she was on a spy mission for MI6 under the guise of trade missions.

Stories place prime minister Winston Churchill – who liked to exorcise the tensions of the office with brushes and canvas – painting landscapes on her lovely aft deck and a young Princess Elizabeth dining aboard in Malta in the early 1950s.

The yacht's next high-profile owners were a Greek shipping family. Marcos Nomikos was a member of the Greek parliament who attracted attention to the yacht his family had purchased when he hosted Jacqueline Kennedy on a personal holiday in June 1961.

All newspapers (major or minor) have a version of the American First Lady's 1961 Greek holiday. Here is *Time*'s account: "A crowd of 200 citizens lined up respectfully behind the rope barriers and watched as the 125-foot yacht *North Wind* [sic] backed up to the quay at the thyme-scented village of Epidaurus. A tall, handsome young woman

PHOTOGRAPHY: COURTESY OF MORAVIA YACHTING AND NORTHROP & JOHNSON; BETTMANN/GETTY IMAGES

stepped from the yacht and walked the length of the pier alone, followed at a distance by her four yachting companions. She was tawny with the Aegean sun, barelegged, dressed casually in a sleeveless beige dress – and it was hard to realize that she was the same Jacqueline Kennedy who had swept like a queen through Paris, Vienna, and London only a few days before."

Then followed a few years of murkiness. The shadowy Canadian-born British operative Timothy Landon, aka the "White Sultan," may have received the boat as a gift from Oman's Qaboos bin Said Al Said to thank him for his role in overthrowing his father, the Sultan, Said Bin Taimur, in 1970. Hard to prove with public records as he kept a very low profile while alive, but Landon was very rich and received a regular stipend from Oman's new leader until his death.

Eventually the yacht found her way back to the South of France. Why wouldn't it? It is, after all, one of the epicenters of yachting in the Mediterranean, and the Riviera in the 1970s was heaving with the international elite. It was the key to *Northwind*'s return to the US after more than four decades.

Back to her birthplace

Her next caretakers were a couple originally from Washington State, Harold Kingston Peters (born in 1930, the same year as *Northwind*) and Camille Peters. They purchased her in 1982 and took her back to North America from Antibes.

"Their four-month voyage provided a fount of anecdotes and stories for the years to come," the obituary written for Harold's passing in 2007 states. Once back home in Seattle, the obituary continues, they spent a year fixing her up and then "lived their dream" for the next 12 years traveling along the West Coast, including a trip to Kodiak Island via Alaska's Inside Passage.

She changed hands, likely a few more times, but remained in the Pacific Northwest for most of the ensuing years.

Christian Lint, a capable Pacific Northwest captain who took classics under his wing that some may have considered relics, found *Northwind* in the Gulf of Alaska where he was working on the *Exxon Valdez* clean-up. (Following the oil tanker's wreck in 1989, more than 1,000 private boats were sent up to aid in removing spilled oil.) He had much experience with such boats, having looked after *El Primero*, an 1893 power yacht that he got out of dry dock, and the 1924 wooden-hull ferry *Kirkland*, aka *Tourist No 2*, which eventually sank.

A former chef on board *Northwind*, John Coulson, told the *Peninsula Daily News* in 2013 that the University of Alaska had chartered the yacht in April 1990 for five months to research the effects of the oil spill on the waters around Kodiak Island and Katmai National Park. It was rough sailing, the chef reported, and he feared the yacht would

>>

come apart. Because it was riveted steel, the captain told him there was enough flex to prevent that from happening. Was the captain Lint? The story doesn't say, but it must have been. Lint was a part of the boat's history for the better part of 30 years, taking over from a previous captain mid-voyage in 1989 when the boat got hampered, according to another story.

Jones was looking to sell *Northwind* when Alastair Callender of Moravia Yachting connected us a few months ago. That was not his plan when he fell in love with the yacht a few years back. A documentarian who directed the fascinating 2019 movie featuring Bruce Springsteen and members of the E Street Band among others, *Asbury Park: Riot, Redemption, Rock 'N Roll*, Jones has a talent for storytelling and interests in a wide range of topics.

When he discovered *Northwind*, he was steeped in 1930; it was the year his mother was born and the year his Malibu house was built for the three-time Academy Award-nominated cinematographer Arthur Edeson (of *Maltese Falcon* and *Casablanca*). The yacht then was under Lint's care and was part of the estate of a Florida woman. Listed for sale, it was languishing in a marina in Bremerton, Washington.

"I went to see it there," says Jones, who fell under her spell right away. "She is this beautiful fantail, steel yacht with all this history." He asked around about the cost of fixing her and devised a plan to turn the boat into his office. He wanted to move her to the California Yacht Club where he had been a member for years.

"The plan was I was going to buy it, bring it here (to Marina del Rey), be on there for 10 years, get qualified, understand it, get it all fixed up and eventually take it all around the world," he says. Someday, he thought, he'd pass it on to his son. "It was a great plan."

His film company, Halo Group, did work for CBS on the Masters Tournament. ("The best stewards of a brand I have ever met," he says.) Waiting to close the deal, he was on location in Augusta, Georgia, when the news reached him that *Northwind* was in a bit of trouble.

"It had sprung a tiny hole in one of the shafts," Jones says but there was fear of fuel leakage. The US Coast Guard intervened, drained fuel from the yacht and the captain was asked to find another home.

"Irony rules the world," says Jones who decided to go ahead with the acquisition anyway, undertaking emergency repairs and ultimately having the hull coated inside and out with Blue Seal, a product invented by the US Navy. "It will be good for a very long time," he says. Captain Lint oversaw a bulk of the work in Port Townsend, Washington, working on corrosion issues and ripping up carpets to reveal the yachts' original wood planks.

After Lint's tragic death from an accident, Jones hired a captain from San Diego, and so they decided to take the boat there. They undertook more repairs and then brought the yacht to Los Angeles where it attracted the eye of a film crew from Netflix looking for locations to film the critically acclaimed series *Griselda*, about the notorious Colombian cartel leader Griselda Blanco.

Jones liked the idea of *Northwind* featuring in the series and spent more money to pretty her up for the role. She appears briefly, all decked out with strings of lights, in one of the episodes.

By then Jones' plans for the yacht had changed. During the active 2019 fire season, his family house was one of 3,000 homes to burn to the ground in Malibu. On the road at the time, he saw it happen on television. "I was in the United Club lounge watching my house burn live on Fox," he says. After the fire died, there was hardly anything left of the house (not even melted metal), except for a chimney, the mission bell and a falconry mews several feet away. The family decided to move east to New Jersey, where he grew up. His son took quickly to the new life in Princeton, settled in a new school and so life resumed, thousands of miles away from *Northwind*.

Thinking like a film-maker, Jones had many interesting ideas on how to help with the refurbishing of *Northwind*, including hiring youth and adults at risk to teach them maritime skills. "The maritime industry needs people," he says. The idea for the project was essentially, "Can they fix the boat? And can the boat fix them?" He even created a trailer for the movie *Raise the Northwind* he was planning on making.

But now, on the other side of the country and with a new startup to get up and running, he needed a way to pass the

PHOTOGRAPHY: COURTESY OF MORAVIA YACHTING AND NORTHROP & JOHNSON; BETTMANN/GETTY IMAGES

Left: Jackie Kennedy at the Epidaurus theater when she visited Greece on board *Northwind*, then owned by Marcos Nomikos

Northwind
Marina Del Rey, CA

SHE IS VERY MUCH AS SHE WAS DECADES AGO WHEN SHE WAS BUILT, INCLUDING ORIGINAL FLOORING, FIREPLACE, RIVETED STEEL BULKHEADS AND OPENING PORTHOLES

boat on. He had put roughly $3 million into the yacht, and it appraised very well.

Another idea began to germinate. Discussing his member's dues with the new management of the California Yacht Club, he revealed the existence of *Northwind* and they discussed moving it there, which he had wanted to do all along, had it not been for all the unforeseen obstacles in his plan.

That's where I planned to see *Northwind*. When I arrived in Marina del Rey in August, I was disappointed that the yacht wasn't there, but it was a perfectly fine California summer day, breezy and sunny. Jones invited me to breakfast at the Ritz-Carlton fronting the marina and began to tell me his stories. A pattern quickly emerged: nothing is easy when it comes to old boats but they are worth the effort.

Northwind had to be towed. The tow line broke in transit and the tow boat had no spare, so the crew used one of the yacht's dock lines and resumed the journey, Jones checking on the progress on his phone. The mishap meant I had the chance to see her arrive and take her position at the dock, which was a slow but a memorable experience. She towered over the boats around and the people on the dock.

As news of the arrival spread, several club members and marina staff appeared to assess the new resident. They toured the boat, which is very much as she was decades ago when she was built, including original flooring now revealed, fireplace, riveted steel bulkheads and opening portholes, and marveled at the possibilities – mostly. She did need work – her staff for one was broken and hanging the American flag on it would have to wait – but there was much to work with.

I toured her on my own, finding clues as to her history via photographs, renderings and books Jones collected and kept on board. I walked her cambered decks and put my hands on the steel bulkheads and the wooden wheel. A strange emotion overcame me; it's as if I had lived this history though it wasn't mine. I finally settled in the lounge, sitting in a wing chair and leafing through history books. I did not want to leave but of course I did, eventually.

Last time I checked with Jones, he said, "The boat is happily ensconced at the California Yacht Club. It has been spruced up since you saw it and is looking very fit." So much so that after several months of being on the market with Moravia, she found a new buyer .

The 95-year-old grand dame from Wisconsin, the pride and joy of a New York financier, who served the British government, hosted Jackie Kennedy and a merry band of other public figures and characters, served as a platform for adventures to a Seattle family, did research in Alaska and became, for a time, the joy and burden of a romantic filmmaker, now has a new caretaker and a hopeful future. ◻

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PHOTOGRAPHY: JONATHAN GLYNN-SMITH

Voyage

INSPIRING YOUR NEXT ADVENTURE

Best by Boat

Georgia Boscawen visits the renovated Il San Pietro on Italy's Amalfi Coast to experience its retro charm and astounding views

After a picturesque drive along a clifftop that's meandering enough to challenge even the strongest stomach, I am greeted by a view that has drawn the world's superyachts to the Amalfi Coast for decades. Positano's terracotta rooftops spill down to a crescent black-sand beach, with the faint outline of Capri ahead, cloaked in a soft haze. All 55 rooms at Il San Pietro and its two restaurants offer various angles on this beautiful vista, which inspired Carlo "Carlino" Cinque to create the hotel back in 1970.

The hotel's design would have stirred Antoni Gaudí's imagination with its curvaceous form (though it was Oscar Niemeyer who influenced Cinque's designs). Cascading 10 levels, it's embedded in the rock face, with wisteria and bougainvillea weaving through the terraces. *Continued overleaf*

PHOTOGRAPHY: COURTESY OF IL SAN PIETRO DI POSITANO

THIS MONTH: *seven days in French Polynesia / the luxury eco-resorts offering ethical elegance / Renaissance graffiti on a Maltese cathedral*

EDITED BY Georgia Boscawen

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continued from previous page

"Carlino hated right angles," says Andrea Zana, the hotel's general manager, gesturing to the sinuous facade as we sip Virginia Specials (one of the hotel's signature cocktails) on the terrace. "He designed the hotel himself, wanting sensual curves throughout."

Zana tells me the hotel's best view is from the Prestige Carlino room, Cinque's home during construction in the late 1960s. Though renovated, it retains Cinque's original marble bathroom and a treasure trove of antiques inspired by his passion for maximalist classicism.

The hotel opened in June 1970 and remained unchanged until 2008, when the ambitious 12-year renovation plan began. It was completed in 2020, but this year, on its 55th anniversary, new elements to enjoy include a boutique with an exclusive line of clothing and accessories and the private Santa Croce residence, providing impressive views of the Med.

A PRIVATE BEACH IS ACCESSED VIA AN ELEVATOR THAT DROPS SEVERAL HUNDRED FEET

My room is one of the Prestige Rooms. "It's one of my favorites," Valeria, the front-of-house manager, says. I opened the door to a sun-drenched suite with huge, curved glass sliding doors offering breathtaking views of Positano and the Tyrrhenian Sea.

Zass, the hotel's restaurant, has held a Michelin star since 2002. Set in a long white-and-green room, the white-cloaked tables spill out onto the terrace, fronted by lamps and an awning, beneath which I can see the glittering lights of Positano. Guests arriving by yacht and non-residents are welcome, though booking is a must. Like the hotel, the flavors here are classic and rooted in the region: lemon, local seafood and fresh pasta.

Though practically vertical, Il San Pietro offers plenty of outdoor terrace space. The private beach is accessed via an elevator that drops several hundred feet and opens to sun loungers strewn on a rocky outcrop. Carlino, the casual beach restaurant, overlooks it. Yacht visitors arrive here, but it's mostly a one-way system, as those who visit are unlikely to want to leave. *ilsanpietro.com*

French Polynesia

Captain Brett Woodford of 157-foot *Big Sky* threads a route around the South Pacific island group to showcase its abundant marine life

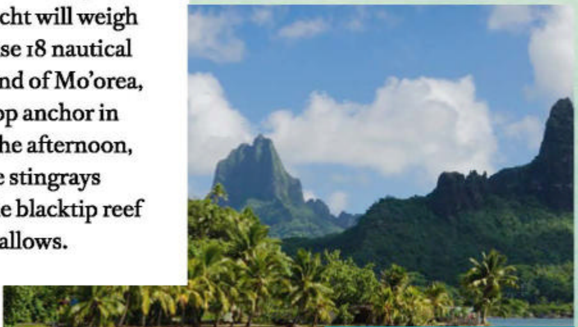
7
BORA BORA
6

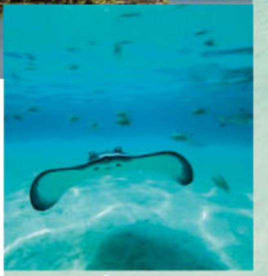
STAY

The luxurious Four Seasons Resort Bora Bora offers overwater villas, beachfront estates and stunning views in a tropical paradise

Day One

Arrive in Papeete, the capital of French Polynesia, and let the crew welcome you aboard *Big Sky* with a refreshing cocktail. The yacht will weigh anchor and cruise 18 nautical miles to the island of Mo'orea, where it will drop anchor in Cook's Bay. In the afternoon, snorkel with the stingrays and spot juvenile blacktip reef sharks in the shallows.



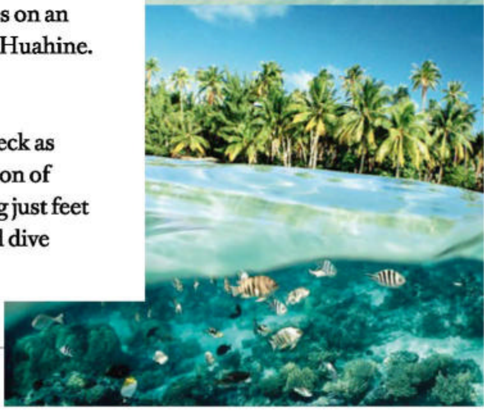


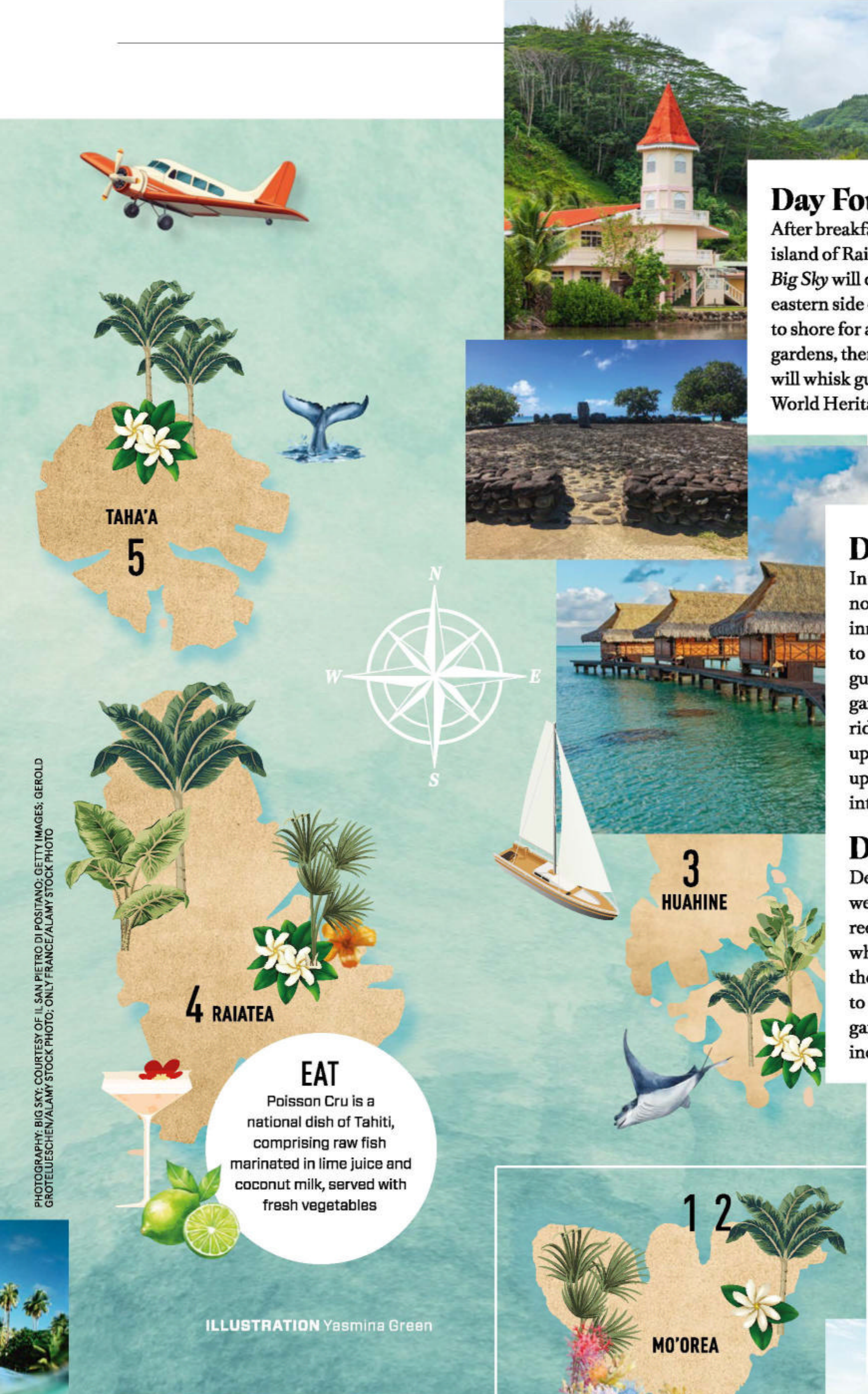
Day Two

Rise early to meet your Tahiti Private Expeditions guide, who will take guests to see the island's humpback whale population, which migrates around the Polynesian islands. Stop to swim and snorkel Mo'orea's inner lagoon. After dinner, *Big Sky* will up anchor and cruise 90 nautical miles on an overnight crossing to the island of Huahine.

Day Three

Enjoy morning coffee on the sundeck as the yacht enters the turquoise lagoon of Huahine. With marine life weaving just feet from the stern, guests can float and dive through the coral bommies.





Day Four

After breakfast, the yacht will relocate to the island of Raiatea. Following a short cruise, *Big Sky* will drop anchor in an inlet on the eastern side of the protected lagoon. Head to shore for a stroll through the botanical gardens, then on to a local outrigger boat that will whisk guests to the sacred UNESCO World Heritage site of Marae Taputapuatea.

Day Five

In the morning, *Big Sky* will cruise north from Raiatea through the inner lagoon's crystalline waters to the island of Taha'a. Here, guests can explore the coral gardens while drift snorkeling or riding jet skis. The crew will set up the giant waterslide from the upper deck for guests to splash into the lagoon's warm waters.

Day Six

Departing Taha'a through the western break in the lagoon's reef, watch for the humpback whales that typically reside near the surface as *Big Sky* cruises to Bora Bora. Explore the coral gardens bursting with marine life, including turtles and manta rays.

Day Seven

Awake to the final day of the adventure with one last swim with the manta rays as they glide through the water at the coral reef's edge. After lunch on board, take the tender to the island and travel on to the Bora Bora Airport.

EAT

Poisson Cru is a national dish of Tahiti, comprising raw fish marinated in lime juice and coconut milk, served with fresh vegetables

ILLUSTRATION Yasmina Green

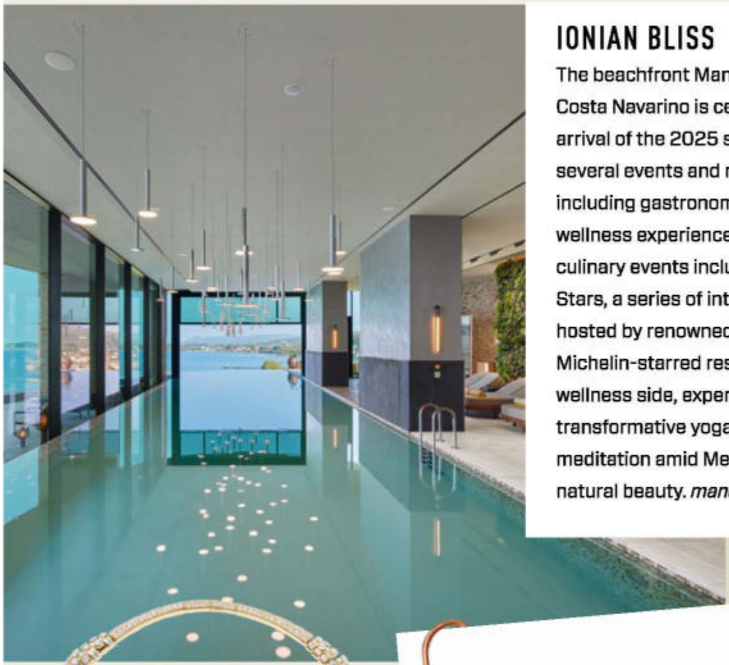
BIG SKY is available for charter with the *superyachtpeople.com*

PHOTOGRAPHY: BIG SKY; COURTESY OF IL SAN PIETRO DI POSITANO; GETTY IMAGES: GEROLD GROTELUESCHEN/ALAMY STOCK PHOTO; ONLY FRANCE/ALAMY STOCK PHOTO

notes

The Greek season

HOTEL KALESMA IN THE GREEK ISLAND OF MYKONOS IS EXPANDING THIS SUMMER, ADDING 19 NEW ROOMS, A POOL AND A TRADITIONAL ALL-DAY GREEK TAVERNA OVERLOOKING ORNOS BAY. *KALESMAMYKONOS.COM*



IONIAN BLISS

The beachfront Mandarin Oriental Costa Navarino is celebrating the arrival of the 2025 season with several events and retreats including gastronomic and holistic wellness experiences. The property's culinary events include Stirring Stars, a series of intimate dinners hosted by renowned chefs from Michelin-starred restaurants. On the wellness side, experiences include transformative yoga retreats and meditation amid Messenia's serene natural beauty. *mandarinoriental.com*

3

SPETSES

The magnificent nine-bedroom Elysian Villa is offering a two-week itinerary that combines a stay at its fully staffed property on the Greek island of Spetses with a voyage aboard the 141-foot Sanctuary. *elysianvilla.com*

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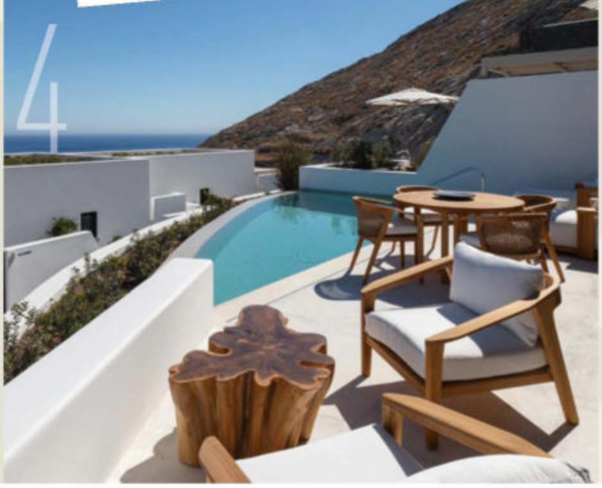
Nikos Koulis necklace with 49ct white diamonds, *£POA, nikoskoulis.com*

Suite Aegean

4



A boutique hotel perched on Santorini's hillside with superb views of Kamari beach and a tranquil spa, Sandblu kicks off its second season with 66 rooms. ***sandblu.com***

5

STRAP YOURSELF IN

Desmos footbed sandals, *$380, ancient-greek-sandals.com*

PHOTOGRAPHY: SANDBLU; COURTESY OF ELYSIAN VILLA; ADOBE STOCK; COURTESY OF NIKOS KOULIS

VALLETTA

FINER DETAILS

Look closely at a simple etching in the wall of St John's Co-Cathedral to discover the origins of Malta

St John's Co-Cathedral, in the heart of Malta's capital city of Valletta, presents an austere exterior by the standards of Catholic architecture, with two boxy towers and a central door flanked by pillars. There's not much to see on the outside (it would seem), and most visitors file straight inside for the vaulted ceilings, adorned with paintings by the Italian artist Mattia Preti. The high altar glints with gold and Caravaggio's *The Beheading of Saint John the Baptist* hangs in the oratory.

The hidden etching shows a boat's high freeboard and multiple masts

But one of the cathedral's most revealing secrets lies on a bare limestone wall outside, close to the entrance. Here, faint etchings of a Maltese fighting galley have endured for 400 years. They may be faded (and so easily missed), but the diagonal oars and the parallel lines of the boat's low freeboard make this unmistakable as the type of vessel through which the Order of St John exercised its military might.

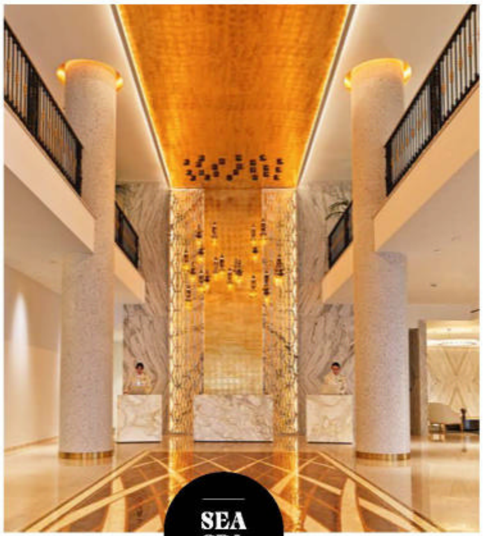
When in 1565 the Ottoman Empire attempted to seize the island, then under the control of the Knights of St John, the invaders dispatched an armada of more than 100 boats, vastly outnumbering the Maltese fleet, which is thought to have consisted of just five galleys.

The Knights, along with Maltese locals, led by Grand Master Jean Parisot de Valette, successfully defended the islands in a bloody and brutal battle. Their strategies included a lightning attack on the Ottoman camp and reinforcements from Sicily. They also leveraged the solid fortification of Saint Elmo, which lies at the tip of the Sciberras Peninsula (where St John's Co-Cathedral was later built), guarding the entrances to both the Grand Harbour and Marsamxett Harbour. It was one of the greatest triumphs in maritime history, preventing the Ottoman Empire's advance into Europe.

Valletta, christened in honor of de Valette, stands as a testament to the victory, a golden city rising from blood-soaked foundations. It's a grid of narrow streets and grand squares, studded with imposing doorways and overlooked by ornate *gallarija* (enclosed balconies). Dine at the cool, cavernous Harbour Club, stop for a Smokey Negroni at Kamy Cocktail Bar, and keep an eye out for more Renaissance graffiti as you stroll back to your yacht.

Etching boats into walls is something of a tradition here – they're scratched onto chapels and homes across Malta, from later carracks and tartanas to the mighty dreadnought battleships. They are echoes of the maritime heroism that shaped the Maltese nation, and while they may escape mention in guidebooks, they endure here, hiding in plain sight.

> *Etching boats into walls is something of a tradition here – they're scratched onto chapels and homes across Malta*



SEA SPA

ZEM WELLNESS CLINIC ALTEA, SPAIN

Where is it?

Set at the foot of Spain's Sierra de Bernia, 65 nautical miles from Valencia, ZEM Wellness offers breathtaking views over the terracotta rooftops of Altea, peeking through the stone pines and the shimmering Balearic Islands beyond.

What's the vibe?

For a clinic, ZEM Wellness feels distinctly unclinical. The design is warm and feminine, with spaces dotted with fresh flowers, fruit and herbs. The spa spans 43,000 square feet and has more than 40 treatment rooms filled with rejuvenating tech. Those who wish to reconnect with nature can explore the Finca Althaya, ZEM Wellness's organic estate that supplies the hotel with fruit and vegetables.

What to have

With six specialized programs and two "intervention spheres," the spa is extensive, with OxyPro hyperbaric chamber sessions to improve metabolism and triple detox treatments in the MLX i3DOME. To alleviate anxiety and promote restful sleep, opt for the Zestós DryFloat experience where guests are immersed in a warm water bath while enjoying a relaxing head and shoulder massage.

Best by boat

Visiting yachts can deliver guests to Marina Greenwich, which sits less than a mile away. *zemaltea.com*

PHOTOGRAPHY: ZEM WELLNESS CLINIC ALTEA; THE MALTA SHIP GRAFFITI PROJECT; GETTY IMAGES

GREEN GLAMOUR

The new sustainable hotels fresh for 2025

Luxury hotels around the world are blending high-end experiences with eco design, ethical sourcing and regenerative practices. These sanctuaries prove that indulgence and responsibility can go hand in hand, discovers Georgia Boscawen

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Rumi on Louth
Australia

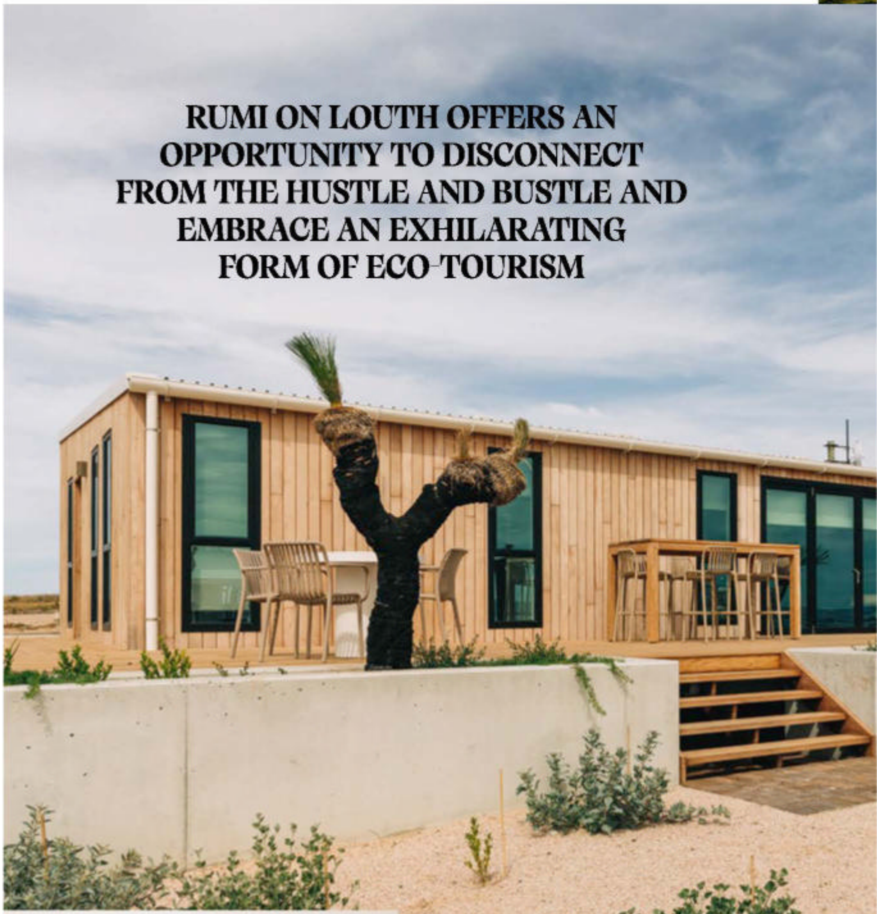
BEST FOR EXHILARATING ACTIVITIES
OPENING MID 2025

This resort development on a privately owned island 10 minutes from South Australia's South Bay is happening alongside a project to preserve and restore the land around it. For 200 years, the main activity here was a sheep farm.

Focused on the island's pristine wilderness and ecology, this new retreat invites visitors to disconnect from the hustle and bustle and embrace an exhilarating form of eco-tourism. Fossil-fuel-free activities include kayak fishing, beach picnics, stargazing excursions and e-bike expeditions. In-room massages are available, along with cooking classes and paddleboarding.

Rumi on Louth's sustainable restaurant, Samphire, offers a modern approach to sustainable dining. Using seasonal ingredients, executive chef Jono Sweet favors local seafood and locally sourced ingredients. Guests can opt for casual dining or a six-course degustation menu to savor the best of the region. Drinks celebrate the area with local herbs and botanicals in Samphire's special cocktails.

A portion of the retreat opened in 2024, but the full resort is slated to open in 2025. Available for individual stays or as a whole island buyout for 22 guests, Rumi on Louth has contemporary lodges and a private retreat for up to 10 guests. *rumionlouth.com.au*

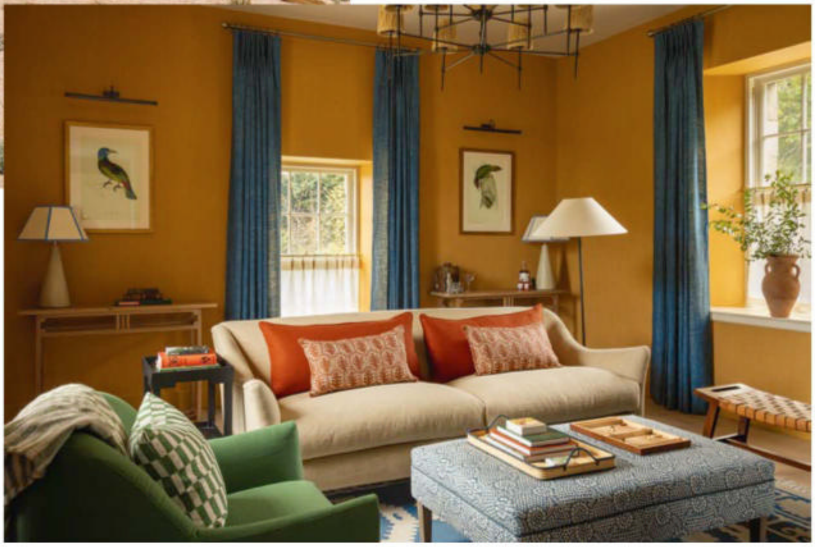


RUMI ON LOUTH OFFERS AN OPPORTUNITY TO DISCONNECT FROM THE HUSTLE AND BUSTLE AND EMBRACE AN EXHILARATING FORM OF ECO-TOURISM

Activities such as stargazing are fossil-fuel-free. Above left: the resort serves local, seasonal cuisine

PHOTOGRAPHY, PREVIOUS PAGES: ROBERT RIEGER. THESE PAGES: ROBERT LANG; ALEXANDER BAXTER

The island preservation project is focused on revegetation and restoring the ecosystem



Owned by the Clerk family for 371 years, the estate has entered a new era of nature-focused hospitality

Penicuik House at Penicuik Estate
Scotland

BEST FOR SERENE WOODLAND WALKS **BEGINNING** 2025

Located 10 miles south of Edinburgh, Penicuik Estate is a peaceful rural retreat, home to a collection of elegant houses and lodges exuding timeless charm. Although the estate has welcomed guests for some time, 2025 marks a new chapter in sustainable hospitality for this family-run property. This year, the Penicuik Estate embarks on a 20-year nature restoration project in response to climate and biodiversity emergencies.

This ambitious mission encompasses restoring the woodlands by removing non-native species, purifying the water and watershed habitat and preserving the estate's cultural heritage. Penicuik Estate is striving to become the UK's first estate to achieve FSC accreditation for Ecosystem Services, a recognition of its efforts in revitalizing forest ecosystems, enhancing biodiversity and promoting carbon sequestration.

Additionally, the estate will introduce a nature-focused leisure center, offering guided walks, astronomy evenings and foraging experiences. To play an active role in the restoration, guests can book a nature-centric stay in one of the estate houses or in the main house, which accommodates 32. *penicuikestate.com*

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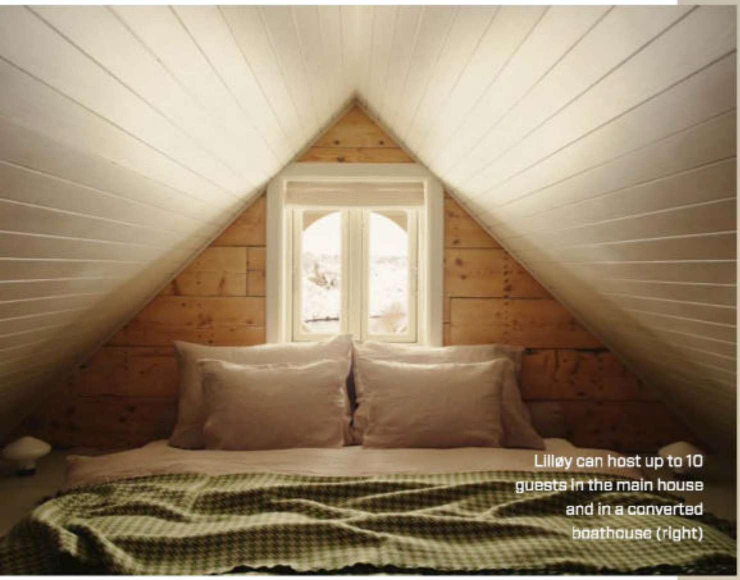


Lilløy can host up to 10 guests in the main house and in a converted boathouse (right)

THE EXPERIENCE IS WHOLESOME, CHARMING AND QUIET, WITH COZY NORDIC ROOMS, CRACKLING FIRES AND NOT ANOTHER SOUL IN SIGHT

Lilløy Lindenberg *Norway*

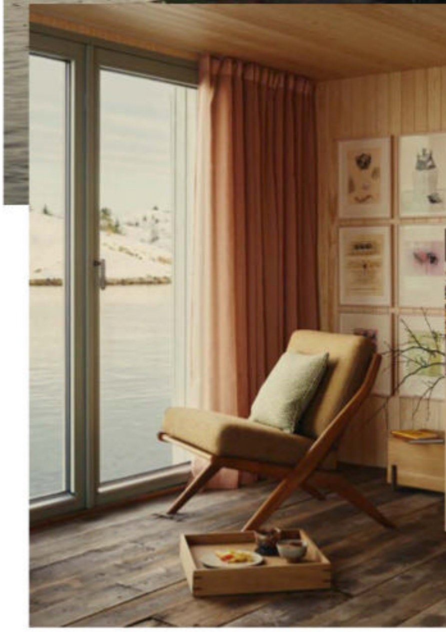
BEST FOR QUIET MINDFULNESS
OPENED FEBRUARY 2025

On an isolated island in the Bergen fjord system, Lilløy Lindenberg consists of a four-bedroom house and an annex. Available as a single buyout or by the room, Lilløy is a tribute to the Nordic way of life with handmade ceramics, locally blown glassware, paintings by Bergen artists and natural Scandinavian cosmetic products.

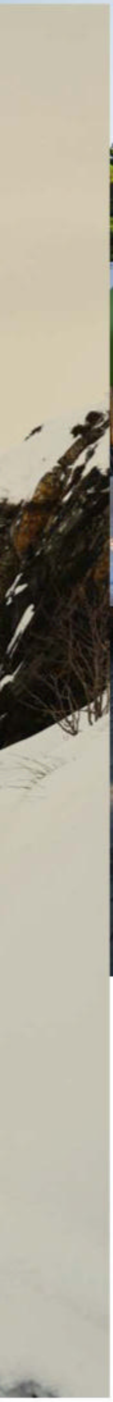
Embracing a low-waste, plant-based philosophy, Lilløy has created a secluded haven designed for minimal impact. Its cuisine celebrates local and regional flavors, featuring seaweed harvested from its own underwater farm. Structures on the island are built from hand-gathered stones, while seaweed-filled mattresses enhance the connection to nature. The island is also completely plastic-free.

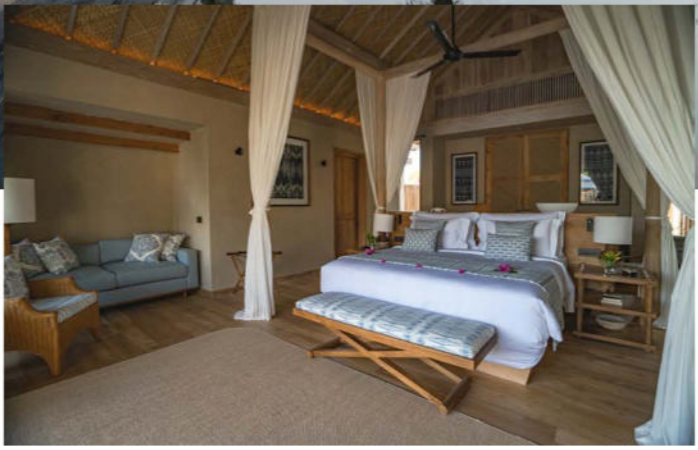
With a plant-based, low-allergen approach, dining options for private island buyouts range from hands-on to a private chef. Guests who want to cook themselves can wander through the small vegetable garden or seaweed farm to harvest fresh ingredients or choose from the tiny island shop, stocked with plant-based regional delights and ready-to-cook meals that can be placed in the Aga. Alternatively, the private chef can create a seasonal plant-based menu with local flavors.

Activities include kayaking, fjord tours, artistic escapes, yoga retreats and meditation. The experience is wholesome, calming and quiet, with cozy Nordic rooms, crackling fires and not another soul in sight. *thelindenberg.com*



The plant-based menu centers around locally foraged ingredients





Thatched private villas, each with a pool, will accommodate guests

NIHI Rote *Indonesia*

BEST FOR OFF-GRID EXPERIENCES AND WELLNESS
OPENING NOVEMBER 2025

Created to give guests the sensation of staying at the world's edge, NIHI Rote is an upcoming off-grid launch on Rote Island in West Timor, Indonesia. With a brand ethos that champions cultural richness and adventure, this property will welcome travelers near year's end to experience its secluded beaches, a spa and rustic waterfront villas.

NIHI Rote will feature 21 thatched pool villas, allowing guests to immerse themselves in nature while enjoying various experiences, from surfing and spa safaris to family-friendly "Edge of Wildness" camps and pickleball.

Guided by a philosophy rooted in community and conservation, NIHI Rote will follow in the footsteps of its sister property, NIHI Sumba, by launching the Rote Foundation. This initiative supports local communities through English and hospitality training, employment opportunities, programs such as malaria prevention and nutrition education and the construction of a new village school.

Embracing its secluded location, NIHI Rote is all about off-grid wellness and fostering a connection with the natural world. *nihi.com*

PHOTOGRAPHY: ROBERT RIEGER; NIHI

>>

The greenery-roofed, stone-colored suites are immaculately designed

WITH ZERO-WASTE KITCHENS, HOLISTIC WELLNESS AND NATURE-INSPIRED SUITES, EVERY INCH IS ENVIRONMENTALLY CONSIDERATE

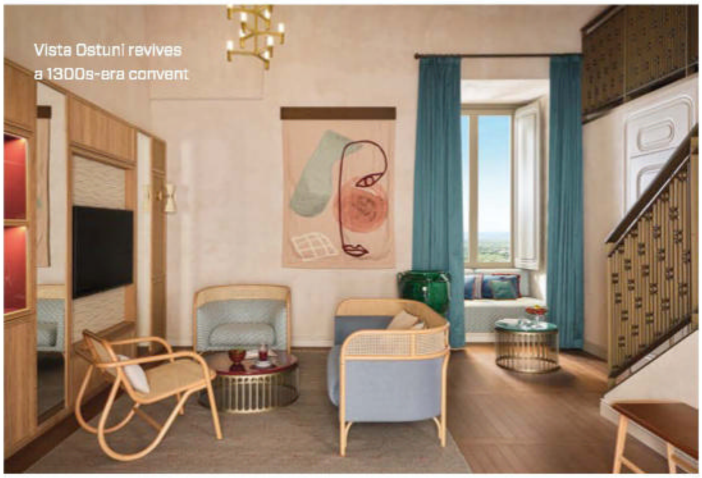
Tella Thera *Greece*

BEST FOR SUSTAINABLE, LOW-IMPACT DINING
OPENING MID-JULY 2025

Tella Thera on Crete's Bay of Kissamos is a new wellness retreat inspired by nature. With zero-waste kitchens, holistic wellness and nature-inspired suites, every inch of the property is environmentally considerate.

Feet from the coast and replete with Mediterranean foliage, Tella Thera will feature more than 20 suites and villas, a large spa and a sustainable, zero-waste restaurant. The hotel force, including the carpenter who made the resort's furniture, is local and energy consumption is kept to a minimum. The hotel has partnered with the Aristotle University of Thessaloniki for its sustainability and carbon management strategy, and Athens-based Pieris Architects lent the project their expertise in bioclimatic building design.

With a plant-forward approach chosen for its minimal environmental impact, the cuisine is seasonal and health-conscious. True to Greek tradition, the restaurant, Anemoia, is best enjoyed as a shared experience, with family-style platters alongside à la carte options. *tellathera.com*



Vista Ostuni revives a 1300s-era convent

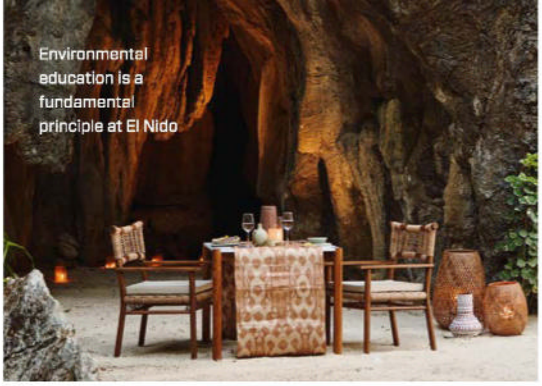
Vista Ostuni *Italy*

BEST FOR A SENSE OF PLACE
OPENING SUMMER 2025

Originally a convent in the 1300s in Ostuni, Vista Ostuni is a new hotel housed within a historic palazzo. Featuring 28 rooms and suites, the property is being developed in line with the eco-conscious LEED certification (the first in Puglia), which requires the building to use less energy and water, utilize renewable energy and fewer resources, generate less waste and preserve land and habitat. It spans five acres of private gardens, including an olive grove, indoor and outdoor pools and two restaurants. Inside, guests are welcomed by vaulted ceilings, a grand central hall and elegant water features. The rooms are thoughtfully designed, using local wood and stone to enhance the natural feel.

The key to the group's approach is restoring historic buildings and preserving existing structures. Vista Ostuni will open this summer with four bars and restaurants overseen by chef Andrea Berton, whose restaurants have won a total of four Michelin stars. Visitors are immersed in regional culture, including visits to Matera and olive oil tastings in the groves. *vistapalazzo.com*

PHOTOGRAPHY: EL NIDO RESORTS



Environmental education is a fundamental principle at El Nido

El Nido Lagen Island
The Philippines

BEST FOR IMMERSION IN NATURE
OPENING FALL 2025

First opened in 1998 under the limestone cliffs of the Palawan archipelago, Lagen Island has long been a distinguished name in luxury eco-tourism. Now, following a comprehensive transformation, the resort is making a grand return. While sustainability was a founding principle, the new Lagen Island raises the bar with a new marine and biodiversity center and a nature-focused spa. To allow the island's natural environment to flourish, Lagen Island has also reduced the number of villas from 50 to 42.

Previously, the resort had two treatment rooms; now is has a full feature spa, called The Nest (El Nido in Spanish). Emphasizing both mental and physical wellbeing through a connection with nature, it spans two levels and has a tranquil garden, gym, yoga studio, Watsu pool, plunge pools and more.

Signature activities are predominantly nature-focused, ensuring minimal eco impact (motorized watersports are off the menu). Guests can enjoy forest walks, see turtle hatchlings and explore mangroves. Lagen Island is a world-class diving destination with vibrant coral reefs and underwater caverns.

El Nido's new Marine & Biodiversity Discovery Center is an engaging, interactive space where visitors can gain insight into the Philippines' diverse marine and terrestrial life. Guests can discover the rare and vulnerable Palawan peacock-pheasant, found nowhere else in the world, as well as the Palawan birdwing butterfly, while also learning about the property's dedicated conservation efforts to protect these species and many others.

Through its Be GREEN initiative (guard, respect, educate El Nido), staff at Lagen Island receive training in ecological waste management, water and energy conservation and biodiversity. *elnidoresorts.com* ◻

Stilted rooms over the shimmering emerald lagoon are crafted from timber recycled from traditional Filipino homes

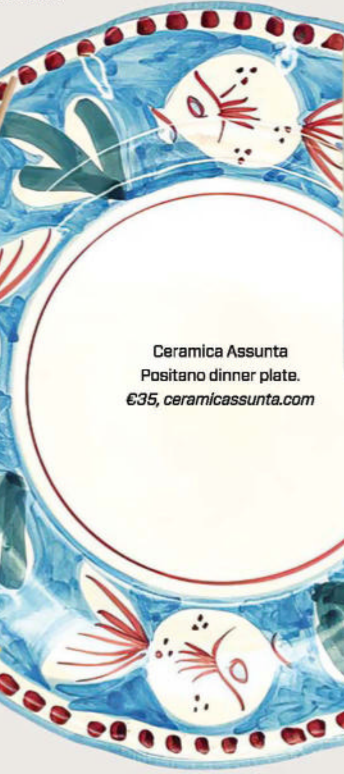
Destination Amalfi

Georgia Boscawen gathers some local treasures to look out for when visiting Italy's sun-drenched coast

Canfora sandals, made to order and embossed with your initials. *$970, canfora.com*

Acqua di Parma Fico di Amalfi candle, with a zesty blend redolent of the region's lemon, fig and bergamot aromas. *$102, bloomingdales.com*

Limoncello Mufariello, created using a rare variety of lemons grown on the island of Ischia. *€50, assuntinadicapri.com*



Ceramica Assunta Positano dinner plate. *€35, ceramicassunta.com*

Flaminia skirt in Ikat stripes, , and I Diversi glass tumbler by Carlo Moretti, from the first collection of resort and fashion brand Emporio Sirenuse. *€900 (skirt), €119 (tumbler), emporiosirenuse.com*

Lady Capri scent diffuser. *From €75, ricciocaprese.it*

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JOHN STEINBECK

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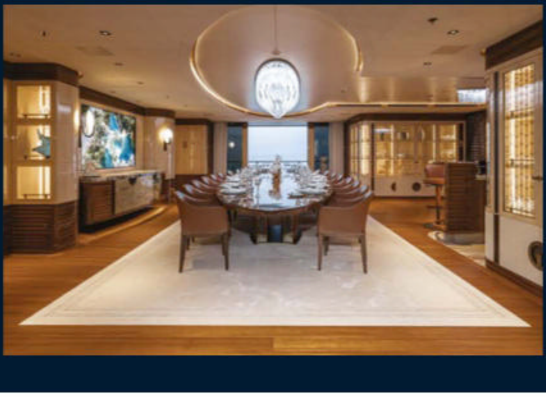
NEW CENTRAL AGENCY

FOR SALE

ENERGY

78m › 255′ › AMELS › 2022



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ENERGY is a fully custom 78M Amels, delivered in 2022, combining Espen Øino exterior styling and François Zuretti interiors across 2,884 GT. Her layout features a 270-degree Master suite on a private deck with jacuzzi and firepit, two main deck VIPs with terraces, a full-size aft pool, and a 'touch & go' helipad. She accommodates 14 guests in seven staterooms, plus an Owner's office, piano lounge, elevator, gym, martial arts room, spa, hammam, beach club, and beauty salon. Two fold-down sea terraces at the gym and spa connect guests to the ocean, while a lower deck fold-down platform allows elegant arrival by tender.

Amels yachts of this size are rarely listed, typically held for a decade or more. ENERGY's market debut just three years after delivery is a rare exception. With a 5,000nm range at 13 knots and an asking price of €69,000/GT, she is one of the most recent, fully custom Amels available globally. A true turnkey opportunity—no wait, no compromise.

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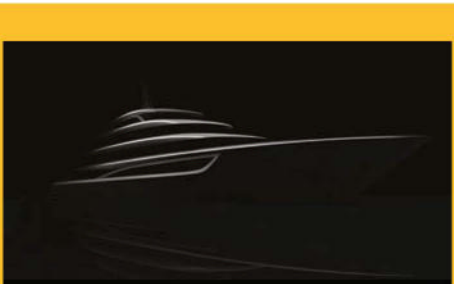

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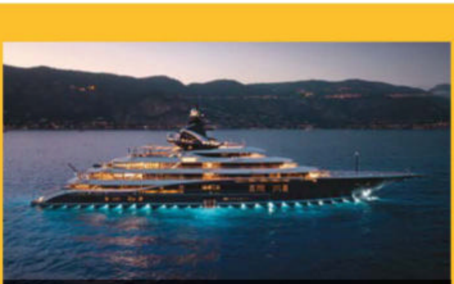

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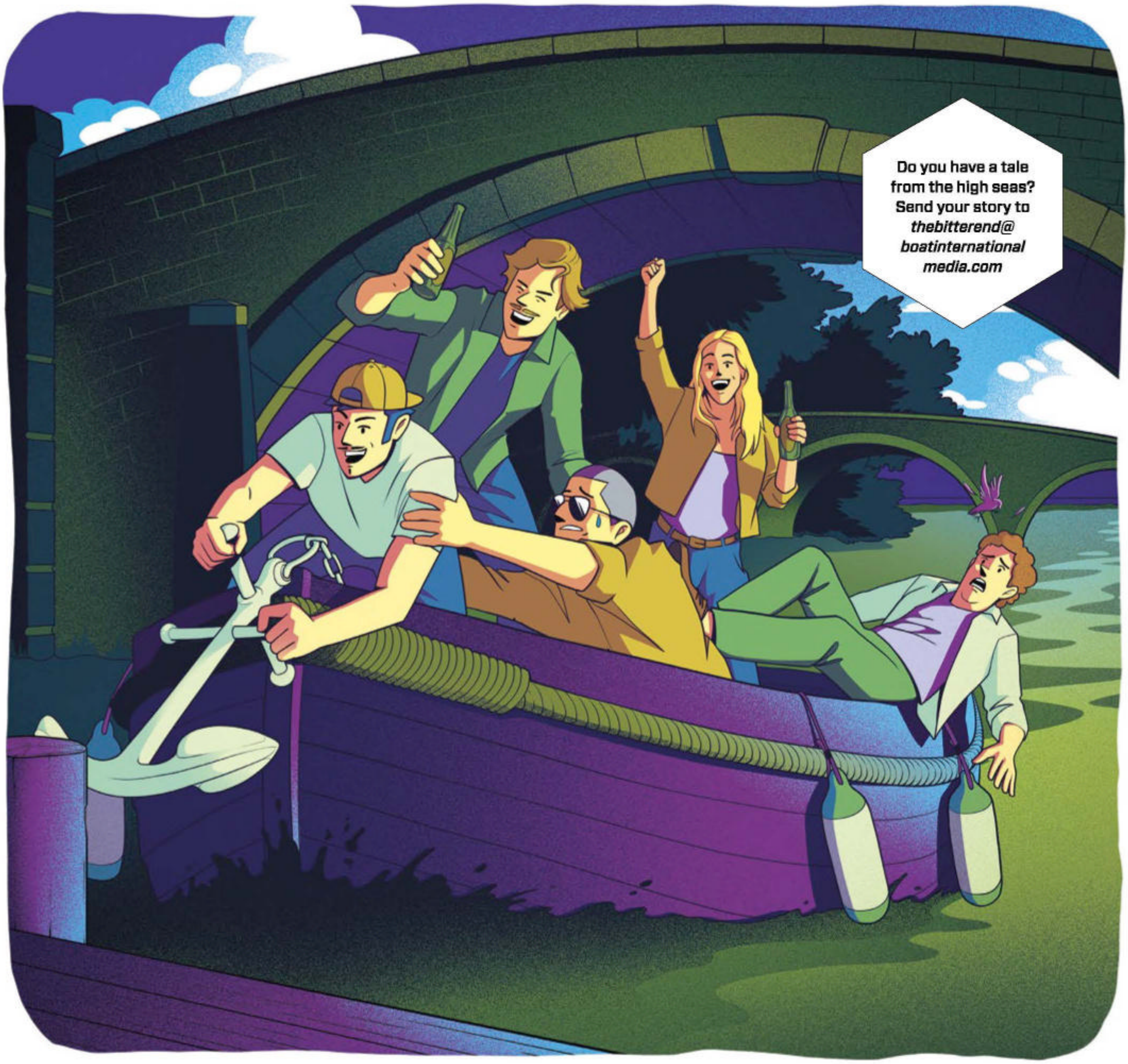

Do you have a tale from the high seas? Send your story to *thebitterend@boatinternationalmedia.com*

"I saw a group use an anchor... as a fender"

I'm a yacht designer, but for years I rented out boats on the canals in Amsterdam in the Netherlands. We called them sloops, but in reality they weren't what you'd think of as sloops; they were much smaller and typical for the area. Everybody loved them – although people used to get up to some bizarre things while on board.

I've had a drunken guest turn around and kiss me out of the blue while her husband watched angrily from the sidelines; I've seen a police helicopter arrive to arrest a woman who relieved herself on a private island (in full view of the lovely octogenarian couple who owned it); I've watched a group of people tie themselves securely to a floating dock while simultaneously untying the dock and drifting away. But worst of all was when I saw a group use an anchor as a fender. Luckily the wind was blowing in the right direction, so it just pushed the boat away. Amazing... and I still have the pictures to prove it! ◻

AS TOLD TO Charlotte Hogarth-Jones by Arnold Krechting **ILLUSTRATION** Dr. COLOD

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